

TRAFFIC CIRCULATION

GOALS, OBJECTIVES AND POLICIES

Goal

- 02.00.00 To develop and maintain a traffic circulation system which will serve the transportation needs of all sectors of the Pompano Beach community in a safe, efficient, cost effective and aesthetically pleasing manner.

Objective

- 02.01.00 Identify neighborhood and regional circulation areas which have traffic safety related problems and develop solutions.

Policies

- 02.01.01 Conduct in depth studies of local neighborhood circulation and, where demonstrated problems exist, implement circulation modifications such as street closure, turn restrictions and allowing for one way movements only.
- 02.01.02 Develop a local traffic count program oriented to local and collector roadways to augment regional programs.

Objective

- 02.02.00 Reduce the annual percentage rate of accidents occurring on area roadway facilities during the planning period, including those involving vehicles, pedestrians and bicyclists.

Policies

- 02.02.01 Maintain high profile enforcement of both vehicular and non-vehicular driving laws.
- 02.02.02 Investigate local high accident locations to determine means of minimizing or eliminating future accidents.
- 02.02.03 Participate in bicycle planning programs of the Broward MPO and District IV of the State DOT and include consideration of bicycle and pedestrian ways in transportation planning activities.
- 02.02.04 Where possible, include the construction of sidewalks and bikeways in all improvement projects; include ample signage or pedestrian signalization provisions to designate and promote preferred non-vehicular routes.

- 02.02.05 Maintain a computer data base of area roadway and accident conditions.
- 02.02.06 Allocate funding for driver/bicyclist education programs.
- 02.02.07 Incorporate safety attributes in the prioritizing of local road improvement funding.
- 02.02.08 At a minimum, continue roadway maintenance budget funding at existing levels.
- 02.02.09 Require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations.

Objective

- 02.03.00 When reviewing development proposals, provide for minimal negative impacts associated with access point locations, and provide for safe and efficient on-site traffic circulation and parking, including provisions for handicapped users.

Policies

- 02.03.01 Develop and enforce improved roadway and parking lot designs, including minimum access spacing criteria, cross access easement requirements or other access controls, through local engineering and development review procedures.
- 02.03.02 Develop an improved traffic engineering review process for land development or redevelopment projects.
- 02.03.03 Require the provision of handicapped parking facilities when reviewing development proposals.
- 02.03.04 Within one year of Plan submission, or when required by state statute, modify land development regulations to control access points and minimize curb cuts on arterial roadways, provide safe and convenient on-site traffic flow and provide sufficient on-site parking for motorized and non-motorized vehicles.

Objective

- 02.04.00 Improve the operation of existing and proposed railroad crossings, including minimizing 'down time' between closing of existing and opening of proposed new crossings.

Policies

- 02.04.01 Coordinate with the County and State on delaying closure of existing RR crossings until new roadway crossings are opened.
- 02.04.02 Identify substandard or deteriorated crossing locations and secure improvements in the crossing design or signage.

Objective

- 02.05.00 After January 1990, or when required by state statute, coordinate the traffic circulation system with existing and future land uses as shown on the Future Land Use Map.

Policies

- 02.05.01 Adopt the LOS standards as outlined and, for those facilities less than LOS "D", coordinate the designation of special transportation areas with the appropriate state, regional and county planning agencies.
- 02.05.02 After January 1990, or when required by state statute, provide a Development Management System that will allow development to occur in concurrence with the Future Land Use Map and in concert with development of the traffic circulation system. Provide daily and peak hour LOS "D" on all arterial and collector roadways where existing plus committed traffic allows and maintain traffic conditions on all other roadway segments. Provide daily and peak hour LOS "C" on all local roadways. LOS shall be based on the 1985 Highway Capacity Manual and the FDOT Generalized Daily and Peak Hour Level of Service Maximum Volumes. Other methods may be utilized but are subject to technical review and acceptance by the City.
- 02.05.03 Within 120 days of plan adoption, adopt a list of local roadway segments where traffic operations are at LOS "C" or better. This list may be based on the February 21, 1989 run of the Broward County TRIPS model, which includes traffic generated by committed development or other sources as appropriate.
- 02.05.04 After January 1990, or when required by state statute, the City will only issue development permits for projects impacting links identified from Policy 02.05.03, under the following circumstances:
- . An approved traffic impact study shows that projected traffic conditions are not degraded below LOS "C" at project buildout.
 - . There is an approved Action Plan accompanying the traffic impacts of the proposed development where an Action Plan refers to any

combination of accepted transit, ride-sharing, transportation systems management methods, etc. methods of traffic impact mitigation.

- . The necessary improvements to provide LOS "C" are under construction, under contract for construction or the City Commission determines they will be under contract during the same fiscal year.
- . The necessary improvements to provide LOS "C" are included in an enforceable development agreement.

02.05.05 Within 120 days of plan adoption, adopt a list of arterial and collector roadway segments where traffic operations are at LOS "D" or better. This list shall be based on the February 21, 1989 run of the Broward County TRIPS model, which includes traffic generated by committed development.

02.05.06 After January 1990, or when required by state statute, the City will only issue development permits for projects impacting links identified from Policy 02.05.05, under the following circumstances:

- . An approved traffic impact study shows that projected traffic conditions are not degraded below LOS "D" at project buildout.
- . There is an approved Action Plan accompanying the traffic impacts of the proposed development where an Action Plan refers to any combination of accepted transit, ride-sharing, transportation systems management methods, etc. methods of traffic impact mitigation.
- . The necessary improvements to provide LOS "D" are under construction, under contract for construction or the City Commission determines they will be under contract during the same fiscal year.
- . The necessary improvements to provide LOS "D" are included in an enforceable development agreement.
- . The project is located in a "Designated Redevelopment Area" as defined in the Land Use Element in which case the alternative level of service as defined in Policy 02.05.11A applies.

02.05.07 Within 120 days of plan adoption, adopt a list of arterial and collector roadway segments where traffic operations are worse than LOS "D" and there is a planned improvement in the City 2010 Traffic Circulation Plan. Traffic operations shall be based on the February 21, 1989 run of the Broward County TRIPS model, which includes traffic generated by committed development. These links will be identified as "Planned Improvement Facilities" and the LOS Standard will be "Maintain".

02.05.08 After January 1990, or when required by state statute, the City will only issue development permits for projects impacting links identified from Policy 02.05.07, under the following circumstances:

- . The proposed impacts will "Maintain" existing plus committed traffic conditions as provided in the Broward County Traffic Circulation Element and the planned 2010 improvement will be able to operate at LOS "D" once constructed.
- . There is an approved Action Plan accompanying the traffic impacts of the proposed development where an Action Plan refers to any combination of accepted transit, ride-sharing, transportation systems management methods, etc. methods of traffic impact mitigation.
- . The necessary improvements to provide LOS "D" are under construction, under contract for construction or the City Commission determines they will be under contract during the same fiscal year.
- . The necessary improvements to provide LOS "D" are included in an enforceable development agreement.
- . The project is located in a "Designated Redevelopment Area" as defined in the Land Use Element in which case the alternative level of service as defined in Policy 02.05.11A applies.

02.05.09 Within 120 days of plan adoption, adopt a list of arterial and collector roadway segments where traffic operations are worse than LOS "D" and there is **not** a planned improvement in the City 2010 Traffic Circulation Plan. Traffic operations shall be based on the February 21, 1989 run of the Broward County TRIPS model, which includes traffic generated by committed development. These links will be identified as "Constrained Facilities" and the LOS Standard will be "Maintain".

02.05.10 After January 1990, or when required by state statute, the City will only issue development permits for projects impacting links identified from Policy 02.05.09, under the following circumstances:

- . The proposed impacts will "Maintain" existing plus committed traffic conditions as provided in the Broward County Traffic Circulation Element.
- . There is an approved Action Plan accompanying the traffic impacts of the proposed development where an Action Plan refers to any combination of accepted transit, ride-sharing, transportation systems management methods, etc. methods of traffic impact mitigation.

- The project is located in a "Designated Redevelopment Area" as defined in the Land Use Element in which case the alternative level of service as defined in Policy 02.05.11A applies.

- The project is located in a "Designated Redevelopment Area" as defined in the Land Use Element in which case the alternative level of service as defined in Policy 02.05.11A applies.

02.05.11 The LOS Standard "Maintain" will be satisfied under the following condition:

- Project traffic does not exceed "the allowable impact window". This window is a one time gap equal to 10% of existing plus committed traffic as shown on the February 21, 1989 TRIPS assignment. The cumulative impacts of developments approved subsequent to the February 21, 1989 TRIPS assignment will be subtracted from this window.

02.05.11a The Alternative level of service for the Regional Roadway Network shall be applied solely to development projects in the "Designated Redevelopment Areas" as defined in the Land Use Element so that no compact deferral area shall extend into a Designated Redevelopment Area unless the Level of Service setforth below is exceeded. As a result of the foregoing, levels of service will be lowered only for development within the Redevelopment Area as opposed to a broader area. The alternative level of service shall be as follows:

Current LOS of Regional Roadway Link*	Lowered LOS for Designated Redevelopment Areas**
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At D or better	a) 125% of maximum level of service volume allowable for this link at LOS D OR b) 135% of maximum LOS volume allowable for this link at LOS D if transportation improvements for this link are included in the first three years of an adopted 5-year state, county or municipal, capital improvement program***
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At 110% maintain
on February 21, 1989

OR

a) Remains at 110%
maintain

b) 125% of maximum level
of service volume
allowable for this link at
LOS D if greater than 110%
maintain TRIPS volume
on February 21, 1989

OR

c) up to 125% of 110%
maintain TRIPS volume
on February 21, 1989
upon adoption of a
resolution by the City of
Beach and submission of
resolution to the
County stating that
this LOS is required
on an interim basis
to accommodate the
calculated traffic
impact of a
conceptual master
plan adopted by the
local government for
a designated
Redevelopment Area.

* Regional Roadway Level of Service (LOS) will be calculated by Broward County to include committed trips through platting in addition to existing traffic counts.

** This LOS applies solely to development within Designated Redevelopment Areas so that no compact deferral area shall extend into such areas unless this LOS is exceeded. The effected TRIPS links will be identified in a Resolution adopted by the Board of County Commissioners of Broward County and capacity will be reserved for planned redevelopment in their updated TRIPS Network upon identification of a Designated Redevelopment Area in the Broward County Land Use Plan and satisfaction of the City of Pompano Beach requirements as set forth in the accompanying policies.

*** Reliance on the City or Broward County Capital Improvement Program is valid only if the City has entered into an interlocal agreement with the County which includes assurances that a binding contract for implementation of said

improvements will be executed and will include a provision for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a development permit.

02.05.11b The established alternative level of service will be in effect for those Designated Redevelopment Areas until completion of the development. After the completion of the development and the associated roadway improvements as identified in the agreement between the City of Pompano Beach and Broward County, the level of service for those affected links on the Regional Roadway Network will be adjusted to reflect existing conditions and will become the effective level of service for those links.

02.05.11c Development within urban infill areas shall be excepted from transportation concurrency requirements provided that the applicant meets the following criteria:

- . All applicants requesting concurrency exceptions shall contact Broward County Mass Transit and provide, where feasible, any onsite transit improvements requested for existing or future mass transit routes.

This policy shall be effective at such time that the Broward County Urban Infill, Urban Redevelopment and Downtown Revitalization Area Map is found to be in compliance by the Department of Community Affairs.

02.05.11d Monitor the impact on the Intrastate Highway System of concurrency exceptions granted in Designated Urban Infill Areas and provide a monitoring report as part of the Evaluation and Appraisal Report.

02.05.11e Require developments in designated Urban Infill Areas to provide sidewalks along adjacent roads identified as collectors and arterials on the Future Functional Classification Map.

02.05.12 An Action Plan should describe a program of improvements and/or innovative traffic management techniques that will mitigate project impacts and/or improve roadway operating conditions. The Action Plan should be based on engineering principles and methods acceptable to the City. Action Plans shall be reviewed and approved by the same entities as those proposals requesting development permit approval. The Plan should provide support documentation acceptable to the City detailing: plan effects, plan implementation; plan funding; and plan monitoring.

- . Note that the applicant may choose to challenge the City's designation of roadway LOS Standard, TRIPS assignment volume or any other designation through the submittal of an engineering study acceptable to the City.

- 02.05.13 The City will annually update the various listings identified in policies 02.05.03, 02.05.05, 02.05.07, and 02.05.09 considering existing and committed traffic conditions, the most recent MPO 5 Year Transportation Improvement Program, Action Plans as appropriate, and Broward County Trip Assignments and Cumulative Runs. The existing traffic count information will be updated by using available information such as MPO Quarterly Traffic Count Reports and traffic counts provided in traffic studies submitted to or prepared by the City. The City may also reclassify a roadway segment if development from outside the City has effected conditions within the City.
- 02.05.14 Subsequent to Plan adoption, modify the land development regulations such that after January 1990, or when required by state statute, any proposal within the City Limits requiring submission of an Action Plan to Broward County shall also require City approval. The applicant shall be responsible for filing the same Action Plan to the City. The Plan shall be reviewed and approved by the same entities require for development permit approval.
- 02.05.15 Subsequent to Plan adoption, modify the land development regulations such that after January 1990, or when required by state statute, any proposal within City Limits requiring submission of an Action Plan to Broward County shall also require City approval. Proposals not requiring submission of an Action Plan to Broward County shall submit a trip generation analysis to the City. If the approved trip generation study shows project traffic will not exceed three (3) percent of accessed roadway capacity, no further action is required. If project traffic exceeds three (3) percent of accessed roadway capacity, a traffic impact study will be required addressing City LOS Standards. If the approved traffic study indicates the need for the development of an Action Plan, the applicant shall be responsible for it's development. The Plan shall be reviewed and approved by the same entities required for development permit approval.
- 02.05.16 Subsequent to Plan adoption, establish a procedure to annually review the adopted LOS standards as outlined with particular emphasis to those facilities which are less than LOS "D" operating conditions. Based on the annual review, determine if portions of the City or the redevelopment areas should be designated Special Transportation Areas (STA). If a STA is required, coordinate the STA designation with the appropriate state, regional and county planning agencies.
- 02.05.17 The City shall coordinate with Broward County and all local government entities in the consideration of the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the County.
- 02.05.18 The City of Pompano Beach will enter into an agreement with Broward County to reserve the required capacity on the Regional Roadway Network for Designated Redevelopment Areas. As part of the agreement the City of Pompano Beach will commit to be spent or cause to be spent an amount equal to the average of twenty percent of its estimated gas tax revenues over the five years subsequent to

Redevelopment Area designation to implement necessary improvements that will provide a substantial benefit to the Redevelopment Area. This agreement shall provide a reservation of capacity resulting from the City of Pompano Beach's financial commitment to accommodate the traffic impact of the conceptual master plan for the Designated Redevelopment Area. The local government's financial commitment shall be sufficient to offset the expected traffic impacts from the approved redevelopment. For state roadways, after redevelopment has been completed, the local government will ensure that the traffic impacts from redevelopment have been fully mitigated through those improvements necessary to accommodate the impacts. All other development which is not a part of the redevelopment plan must continue to meet the regional level of service standards (either "D" or 110% Maintain) for those state roadways. Expenditures made or caused to be made by the City of Pompano Beach as part of this financial commitment may have occurred two years before the Redevelopment Area(s) are designated in the City of Pompano Beach and the Broward County Land Use Elements if these expenditures were made to achieve the objectives for the Redevelopment Area.

Objective

- 02.06.00 Provide for private sector responsibility to include project related transportation improvements.

Policies

- 02.06.01 Maintain the requirement of developer sponsored funding of project-related transportation improvements through negotiation and/or application of project impact fees.
- 02.06.02 Require developers to construct transportation improvements in lieu of impact donations.
- 02.06.03 Require a traffic impact analysis for any development project generating 3% of adjacent roadway capacity or more vehicle trips per day.

Objective

- 02.07.00 Protect and obtain future rights of way necessary for transportation purposes.

Policies

- 02.07.01 Continue to require conveyance of right of way, preferably through fee simple dedication, consistent with the City's Traffic Circulation Plan and/or the Broward County Planning Council's Trafficways Plan by application of all applicable Subdivision Regulations or other planning efforts.

- 02.07.02 Work with the appropriate County and State transportation agencies to identify specific right of way needs for the Atlantic Boulevard bridge and roadway approaches.
- 02.07.03 Promote local and County efforts to establish and secure future right-of-way for the Andrews Avenue corridor; consider corridor alternatives if necessary.

Objective

- 02.08.00 The City shall coordinate with the plans and programs of the Broward County Metropolitan Planning Organization (MPO), Broward County and the Florida Department of Transportation's Five Year Transportation Plan.

Policies

- 02.08.01 Maintain 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.
- 02.08.02 Solicit the expenditure of County Road Impact fees on facilities which best benefit the City of Pompano Beach.
- 02.08.03 Subsequent to Plan adoption, continue to participate in the MPO Technical Coordinating Committee.

Objective

- 02.09.00 Implement the recommended Traffic Circulation Plan on a priority basis and in concert with the City's Land Use Plan.

Policies

- 02.09.01 Secure the funding of additional needed road improvements as identified in the Transportation Element.
- 02.09.02 Establish transportation improvement priorities and provide or support funding in a consistent manner.
- 02.09.03 Provide local funding necessary to satisfy the City's Capital Improvement Plan/Program for road improvements.
- 02.09.04 Approve additional city development in concert with maintenance of the adopted level of service standard.

02.09.05 Continue to monitor the progress of all programmed road improvements as identified in the Transportation Element.

Objective

02.10.00 Support Broward County's and FDOT's efforts To maximize existing system performance, by utilize ing alternative Transportation Systems Management (TSM) strategies wherever feasible in lieu of more expensive Capital Improvements.

Policies

02.10.01 *Conduct* Participate in Broward County and FDOT's periodic reviews of City highway system operation to identify problem areas with potentially low cost solutions.

02.10.02 *Promote* Support funding requests by Broward County and FDOT for traffic operations improvements with particular emphasis on fully developed roadways such as US 1.

02.10.03 *Implement circulation strategies to promote Hammondville and Racetrack Roads as alternate routes to Atlantic Boulevard.* Conduct local traffic studies which will affect circulation on local roads, such as requests for bridge removals, street vacation or other improvements.

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Objective

02.11.00 Provide for effective coordination of local road improvements with minimal negative impacts to adjacent residential or business property owners.

Policies

02.11.01 Improve the implementation of road projects by coordinating meetings between agencies and adjacent property owners.

02.11.02 Require that on-street or private parking losses, or substantial negative impacts to on-site traffic circulation, should be effectively mitigated and funded as part of local road improvements.

Objective

02.12.00 Coordinate traffic circulation improvements with areawide redevelopment efforts.

Policies

02.12.01 Where feasible, implement transportation improvements as part of overall redevelopment strategies.

- 02.12.02 Consider the funding of other redevelopment improvements in conjunction with programmed transportation improvements.

Objective

- 02.13.00 Assist the efforts by Broward County, FDOT and South Florida Regional Planning Council to Reduce overall energy consumption on transportation by increasing the efficiency of the existing transportation system and by encouraging integrated transportation systems, mass transit facilities, bikeways, and pedestrian corridors throughout the City including urban infill areas.

Policies

- 02.13.01 Coordinate with the County on providing computerized traffic signal control and proper signal progression.
- 02.13.02 Promote and help coordinate Countywide ridesharing efforts.
- 02.13.03 Promote public and private sector staggered work periods.
- 02.13.04 Participate in development of the Broward County Congestion Demand Management Plan.
- 02.13.05 Participate in development of the I-95 Master Plan.
- 02.13.06 Require the payment of any applicable Broward County Mass Transit Impact Fees for developments receiving transportation concurrency exceptions in designated urban infill areas.
- 02.13.07 Continue to fund or seek funding for bikeway and pedestrian corridor improvements.

Objective

- 02.14.00 Provide City transportation facilities that are visually and functionally pleasing and that conform to City guidelines.

Policies

- 02.14.01 Establish transportation facility design standards, such as roadway signage and lighting, for the entire City or designated subdistricts.
- 02.14.02 Develop "gateway" treatments at major transportation facility entrances to the City.

- 02.14.03 Establish/maintain overall streetscape beautification program for public rights-of-way.
- 02.14.04 Provide for adequate funding for landscaping and irrigation components in local transportation projects.
- 02.14.05 Require the provision and maintenance of vegetative and/or structural screening of non-residential parking areas where they abut residential property.
- 02.14.06 Support the overall public or private provision of vegetation along major roadways for visual and noise buffering purposes.
- 02.14.07 Continue to enforce laws prohibiting dumping in public right-of-way.

**MASS TRANSIT
GOALS, OBJECTIVES AND POLICIES**

Goal

- 03.00.00 Support the development of a local mass transportation system which serves as a viable alternative to the automobile, and adequately provides for the needs of the transportation disadvantaged segments of the population.

Objective

- 03.01.00 Support the efforts of Broward County to Provide efficient mass transit services based on existing and future trip generators and attractors and also provide local mass transit road and terminal areas which are safe for transit users.

Policies

- 03.01.01 Support the transit shelter and terminal development programs of the Broward County Mass Transit Division, the proposed High Speed Rail Project and of the Tri-County Commuter Rail Authority.
- 03.01.02 Encourage the provision of transit related shelters in major land development projects.
- 03.01.03 Establish procedures to notify the Broward County Mass Transit Division of new developments in the City that are major trip generators and attractors.
- 03.01.04 Notify Broward County Mass Transit Division of the proposed plans for development in the Designated Redevelopment Areas to ensure that those areas will

be adequately served by mass transit including elderly and handicapped transportation.

03.01.05 Utilize CDBG funds to create a local mini bus transportation program to meet the demands in the northwest area of the City including urban infill areas.

03.01.06 The City shall monitor the expansion of mass transit service within urban infill areas and provide a monitoring report as part of the Evaluation and Appraisal Report.

Objective

03.02.00 Increase local private sector participation in mass transit development and operations.

Policies

03.02.01 Require, where feasible, the private sector to provide on-site transit facilities as part of major developments.

03.02.02 Explore local incentive alternatives to increase private sector transit use.

03.02.03 Allow for limited advertising provisions at local transit shelters or terminal facilities.

Objective

03.03.00 Secure right-of-way for transit services or facilities.

Policies

03.03.01 Work with Broward County to secure bus pullout areas along major transit corridors.

03.03.02 Require, where feasible, the private sector to provide on-site transit facilities as part of major developments.

Objective

03.04.00 Support the efforts of the Broward County MPO, the Broward County Mass Transit Division and the FDOT 5 Year Transportation Plan to meet or exceed minimum elderly and handicapped transportation Federal guidelines for service.

Policy

- 03.04.01 Support Broward County's provision of elderly and handicapped transportation services under all Federal guidelines for such service.

Objective

- 03.05.00 Support transit improvements that would increase local transit ridership and farebox revenues on City transit routes in the planning horizon.

Policies

- 03.05.01 Support all marketing activities of the Broward County Mass Transit and Tri-County Commuter Rail Groups.
- 03.05.02 Work with Broward County to provide new/expanded route coverage as shown on the Future Mass Transit Network.
- 03.05.03 Maintain a close working relationship with both the county and regional transit planning agencies to communicate the ongoing transit needs and desires of the City.
- 03.05.04 Work with county and regional transit planning agencies to identify the City's needs in terms of connection to rail stations via feeder/distributor systems.

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Objective

- 03.06.00 Adopt the existing level of transit service by route, headway and service area as the local level of service standards.

Policies

- 03.06.01 Recognize Broward County as the principal provider of highway mass transit services in the City.
- 03.06.02 Support the County's continued funding of local mass transit service consistent with existing service standards.
- 03.06.03 Review and, if appropriate, support the recommended level of service provisions in the Broward County Mass Transportation Element.
- 03.06.04 Coordinate with Broward County to ensure that the required transit services are available to meet the level of service criteria for Designated Redevelopment Areas.

03.07.00 **Objective**

Develop a regional commuter rail system to serve residents and employers of the City.

Policies

03.07.01 Support all implementation efforts of the High Speed Rail Project and the Tri-County Commuter Rail Authority.

Objective

03.08.00 Support the development of mass transportation facilities that are comfortable and visually pleasing as proposed by Broward County, Broward County Mass Transit division, Florida Department of Transportation and Broward County MPO.

Policies

03.08.01 Work with Broward County to develop or implement local design criteria for transit facilities.

03.08.02 Support efforts to improve the amount and appearance of transit facilities at the City's main transfer points.

03.08.03 Consider the local provision of landscaping at the City's Tri-County Commuter Rail Terminal.

03.08.04 Cooperate with County and regional transit agencies to maintain local transit facilities.

PORTS, AVIATION AND RELATED FACILITIES
GOALS, OBJECTIVES AND POLICIES

Goal

04.00.00 To develop a general aviation facility able to safely accommodate future system demand in a manner sensitive to other community and environmental needs.

Objective

- 04.01.00 Promote the continued operation of the Air Park in a manner cognizant of certain inherent limitations in the adjacent land use pattern as provided in the Land Use and Conservation Elements of the Comprehensive Plan.

Policies

- 04.01.01 Remove any identified physical obstructions remaining in runway clear zones and protect runway approaches as per property deeds and conveyances.
- 04.01.02 As identified in the City's Air Park Master Plan, consider redesignating or rezoning certain parcels from residential to non-residential uses in the areas west of the facility.
- 04.01.03 Improve public involvement in the operation of the Pompano Beach Air Park through periodic public meetings with local surrounding residents.
- 04.01.04 Implement "best management practices" to reduce noise associated with aircraft take-offs and landings.
- 04.01.05 Ensure that updates of the Air Park Master Plan and future development or expansion of the Air Park are consistent with the Future Land Use and Conservation Elements of the Comprehensive Plan and protect and conserve natural resources.

Objective

- 04.02.00 Maintain year round daily and peak hour LOS "D" or better on those road facilities which directly access the Air Park for emergency fire and medical services.

Provide for highway network operation adjacent to the Air Park under the following LOS standards: outlined in Policies 02.05.01 through 02.05.15. All Action Plans on adjacent facilities shall address access to the Air Park.

Policies

- 04.02.01 Adopt the recommended level of service standards for adjacent highway facility operation.
- 04.02.02 Conduct periodic reviews of the adequacy of off-site vehicle circulation to determine the need for facility improvements.
- 04.02.03 Promote the expansion of NE 10th Street to a four lane design between Dixie Highway and US 1.

Objective

04.03.00 Maintain a safe on-site traffic circulation scheme.

Policies

04.03.01 Institute an on-site roadway maintenance program including provisions for periodic street/lot sweeping and restriping.

04.03.02 Conduct periodic reviews of the adequacy of on-site vehicle circulation and parking to determine the need for additional facilities.

Objective

04.04.00 Minimize the construction of additional access points on US 1 and Copans Road to serve Air Park property uses.

Policies

04.04.01 Provide, where feasible, for access to Air Park property uses through internal roadway improvements.

Objective

04.05.00 Coordinate the operation of Air Park facilities in accord with the Pompano Air Park Master Plan and, with consideration to other local planning concerns, consistent with the South Florida Metropolitan Aviation System Plan and other applicable local, state and federal planning efforts.

Policies

04.05.01 Implement improvements to the Pompano Beach Air Park in a manner consistent with the Air Park Master Plan and the Pompano Beach Capital Improvement Plan.

04.05.02 Promote the perpetuation of recreation and community facility uses on all Air Park property consistent with sound aviation standards.

Objective

04.06.00 Maintain and, where feasible, improve the appearance of the Air Park property through the provision of additional landscaping along perimeter boundaries and at major entranceways.

Policies

- 04.06.01 Maintain the existing landscaped entrances on NE 10th Street.
- 04.06.02 Incorporate landscaping treatments into the programmed road improvements along N 10th/15th Streets and NE 5th Avenue.
- 04.06.03 Review potential locations for additional landscaping or other aesthetic improvements on Air Park property.

Objective

- 04.07.00 Coordinate the expansion of Pompano Air Park with the Federal Aviation Administration, the Broward County MPO, the FDOT 5 year Transportation Plan and the Florida Aviation Systems planning process.

Policy

- 04.07.01 In updating efforts of the Air Park Master Plan, fully evaluate the plans and programs of the Federal Aviation Administration, the Broward County MPO, the FDOT 5 year Transportation Plan and the Florida Aviation Systems Plan and coordinate the Air Park Master Plan update with said agencies.
- 04.07.02 The City shall protect from obstruction Federal Aviation Administration approved and locally adopted aircraft air corridors for Pompano Air Park.