

# City of Cooper City Comprehensive Plan

## Chapter 2 Transportation Element

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**COOPER CITY COMPREHENSIVE PLAN**  
**TRANSPORTATION ELEMENT**

**TRANSPORTATION ELEMENT**

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**CHAPTER 2  
TRANSPORTATION ELEMENT**

**I. INTRODUCTION**

A. General. Subsequent to the adoption of the Cooper City Comprehensive Plan in 1990, the Florida legislature adopted changes related to the required elements of local government comprehensive plans. As a result of these changes, all jurisdictions within a Metropolitan Planning Organization (MPO) are required to rewrite and consolidate the required plan elements related to transportation (traffic circulation, mass transit, ports, aviation, and related facilities) in a new Transportation Element (TE). As required by Florida Statutes, Cooper City completed an Evaluation and Appraisal Report regarding the 1990 Comprehensive Plan. This TE is consistent with the revised statutory requirements and the EAR.

The analysis requirements for the TE include modeling alternative land use intensity scenarios as the basis for developing the TE. It was not practical or desirable for each municipality in Broward County to undertake independent modeling exercises and possibly choose different land use scenarios as the basis for the TE. Therefore, Broward County and the incorporated municipalities, through the Broward County League of Cities, participated in a joint planning effort to develop the preferred modeling framework that would be utilized for all of the Transportation Elements.

Section I of the TE describes the service area, planning horizons, definitions and acronyms pertaining to the TE. Section II address the data requirements of Florida Statutes and Rule 9J-5 including the location and characteristics of transportation systems facilities, level of service standards, safety issues and population characteristics. Section III analyzes all of the transportation systems provided in Cooper City as the basis for the goals, objectives and policies that are provided in Section V. Section IV addresses implementation of the TE.

Cooper City is located in the south central portion of Broward County and covers approximately 8 square miles. The current population based on the 2000 Census is approximately 27,939. Cooper City is generally characterized as a suburban low density residential community with support retail and community facilities. It was only recently that the first industrial use was established within the City's limits. Due to the City's location and land use characteristics, the primary component of the transportation system is the roadway network. Residential densities have limited the availability of mass transit routes in the City. However, BCt Route 16 runs east/west along Stirling Road and north of Flamingo Road before looping back. Broward County Mass Transit is contemplating extending the route to run along Sheridan Street through Cooper City and a community shuttle is provided to serve the needs of the residents. In addition, pedestrian ways and bike ways are provided for non-motorized forms of transportation.

B. Service Area. The service area for the TE is the incorporated limits of the City of Cooper City. The roadway system includes roadways maintained by the state, Broward County, and Cooper City. The public transit system consists of the Cooper City shuttle and

BCt Routes on 2, 12, and 16. Bikeways and pedestrian ways are provided along the state and county maintained roadways with some connections provided along local streets. There are no major waterways, ports, railways or airports in Cooper City.

C. Planning Horizons. To ensure consistency with the current Broward County TE, the planning horizons used in this document are 2015 and 2030. The 2015 and 2030 MPO models represent the best available long range data. The objectives correspond with the 2015 planning horizon and the goal corresponds with the 2030 planning horizon.

D. Definitions. The following terms used in the TE shall be defined as shown below unless the context dictates otherwise. Sources of the definitions, where available, are given in parentheses.

**Action Plan.** A program of transportation improvements designed to maintain and improve the capacity or reduce demand of roadway links in heavily congested areas (Guidelines for the Development of Action Plans, Broward County, 1992).

**Annual average daily traffic (AADT).** The volume passing a point or segment of a highway in both directions for one year divided by the number of days in the year (Quality Level of Service Handbook, Florida DOT, 2007).

**Bicycle and pedestrian ways.** Any road, path or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded (9J-5).

**Bicycle lane.** A portion of a roadway which has been designed by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

**Broward County Trafficways Plan.** The plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (Land Development Code). The Broward County Trafficways Plan is a roadway right-of-way preservation plan. To accommodate the impacts of new development, right-of-way is required of developing parcels to provide for an adequate regional roadway network (Documentation of the Broward County Trafficways Plan, Broward County Planning Council, 2006).

**Capacity.** The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour. (Highway Capacity Manual, Special Report 209, Transportation Research Board, 1994).

**Concurrency.** The provision of insuring that the necessary public facilities and services to maintain the adopted public transit level of service standards are available when the impacts of development occur. Transportation, sanitary sewer, solid waste, drainage, potable water, parks and recreation are the only public facilities and services subject to the Broward County's concurrency requirement. The necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

**Concurrency management system.** The procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development (9J-5).

**Constrained roadways.** These are roads that cannot be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints (Level of Service Manual, Florida DOT, 1995).

**De Minimis Exception.** A proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements if all four (4) conditions listed in 9J-5 and all of the eight (8) exceptions listed in the Broward County Land Development Code are met ( 9J-5 and Land Development Code, 1997).

**Demand Response Transit Service.** Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the systems service area (Transit Fact Book, American Public Transit Association, 1996).

**Feeder route.** A transit route which has the characteristics of traveling on local streets, utilized for shorter trip lengths and transfer connections (Transportation Expressions, U.S. DOT, 1996).

**Fixed-route service.** Transit service provided on a repetitive, fixed-scheduled basis along a specific route, with vehicles stopping to pick-up and deliver passengers to specific locations; each fixed-route trip serves the same origins and designations, unlike demand response and taxicabs (Transportation Expressions, U.S. DOT, 1996).

**Florida Intrastate Highway System.** A statewide network of limited-access and controlled-access highways designed with general-use and exclusive-use lanes to accommodate Florida's high speed and high volume highway traffic (Level of Service Manual, Florida DOT, 1995).

**Functional area coverage.** A ½ mile corridor surrounding a bus route, ¼ mile in each direction.

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**Greenway** - A corridor of protected open space established for conservation, recreation or both. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

**Headway.** The time interval between transit revenue vehicles passing a specific location (Transportation Expressions, U.S. DOT, 1996).

**Impact Area:** The impact area consists of all property within the impact distance of the boundary of a proposed development site, where the impact distance is defined as follows:

	<b><u>Proposed Use</u></b>	<b><u>Impact Distance (Miles)</u></b>
1	Church	1
2	Commercial, < 200,000 sf	1
3	Commercial, between 200,000 & 1,000,000 sf	2
4	Commercial, > 1,000,000 sf	3
5	Commercial Recreation	1
6	Community Facility	1
7	Day Care	1
8	Hotel	1
9	Industrial/Warehouse	2
10	Office	2
11	Park (local)	1
12	Park (regional)	2
13	Regional Cultural/Tourism Facility	3
14	Residential	1.5
15	School	1

**Intermodal facility.** An intermodal facility is a single or closely related transportation facility used by two or more modes of transportation. Intermodal system is one providing connections between different modes, such as adequate highways to ports or bus feeder services to rail transit; individual modes working together to provide the user with the best choices of services (Corridor Management Procedure, FDOT, 1996).

**Intelligent Transportation System (ITS).** Electronic communications or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system (23 CFR Parts 655 and 940, Intelligent Transportation System Architecture and Standards: final rule, 2001).

**Level of service.** An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility (9J-5).

**Limited access facility.** A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access (9J-5).

**Major public transit trip generators or attractors.** Major trip generators or attractors are concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends (9J-5). For public transit, a site which attracts a substantial number of person trips per day. Defined here as meeting or exceeding the following thresholds: Office parks - 100,000 sq. ft. GLA; shopping centers - 500,000 sq. ft.; schools - 1000 students; major employers - 1000 employees; health facilities - 100 beds (Broward County Comprehensive Plan 1989).

**Major Transit Hub.** Means a facility needed to provide service to more than 5 mainline BCt routes and more than 3 local circulators with a total daily ridership of over 5,000 passengers.

**Modal split.** The proportion of total person trips that use each of various specified modes of transportation (Transportation Expressions, U.S. DOT, 1996).

**Neighborhood Transit Center.** Means a facility needed to provide service to 2-3 mainline BCT routes and one local circulator with total daily ridership of 1,000 to 2,000 passengers.

**Paratransit.** Transit services which are characterized by their nonscheduled, non-fixed route nature such as ride sharing, car or vanpools, demand responsive buses, and other public transit services (9J-5).

**“Premium transit”** refers to the quality of service not an increased cost to the user. Premium transit enhancements consist of rail transit, existing Tri-Rail, rapid bus, and express bus with limited stops that provide high quality transit and ridership capacity to meet future demand.

**Public transit.** Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail; rail rapid transit; light rail transit; light guideway transit; express bus; and local fixed route bus (9J-5).

**Recreational trip** - A trip for leisure, relaxation, or enjoyment purposes, as opposed to utilitarian purposes.

**Regional Activity Center (RAC).** A compact, high intensity, high density multi-use area designated as appropriate for intensive growth by the local governments, which may include: retail; office; cultural, recreational and entertainment facilities; hotels and motels; or appropriate industrial activities (Strategic Regional Policy Plan For South Florida, South Florida Regional Planning Council, 1995).

**Right-of-way.** Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use (9J-5).

**Roadway functional classification.** The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

**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 (9J-5).

**Principal arterial.** A roadway serving the major centers of activity of urbanized areas, the highest traffic volume corridors. It carries most of the trips entering and leaving the urban area, as well as most of the through movements bypassing the central city. It could be stratified as follows: (1) interstate; (2) other freeways and expressways; and, (3) other principal arterials (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials).

**Minor arterial.** A roadway interconnecting with and augmenting the urban principal arterial system (A Policy on Geometric Design of Highways and Streets, 1990, American Association of State Highway and Transportation Officials).

**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 roads (9J-5).

**Local road.** A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property (9J-5).

**Urbanized areas.** 1990 urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as agreed upon by the FDOT, Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), a population over or under 500,000 based on the 1990 U.S. Census.

**Rural areas.** Areas not included in a transportation concurrency management area, an urbanized area, a transitioning urbanized area, an urban area or a community.

**Strategic Intermodal System (SIS).** The Florida transportation system composed of transportation corridors and facilities of statewide and interregional significance that play an important role in the movement of people and goods (The Strategic Intermodal System, Florida Department of Transportation, 2005).

**Transfer station.** A fixed location where passengers interchange from one route or vehicle to another (Transportation Expressions, 1996).

**Transit oriented development (TOD)** or Transit Node is the land area around a major transit/rail stop. TOD or Transit nodes can include neighborhood transit centers, park and ride lots, Tri-rial stations, BCt terminals and transit facilities.

**Transportation Concurrency Management Area (TCMA).** A compact geographic area with existing or proposed multiple, viable alternative travel paths or modes for common trips. The purpose of this optional alternative transportation concurrency approach is to promote infill development or redevelopment within selected portions of urban areas in a manner that supports the provision of more efficient mobility alternatives, including public transit (9J-5).

**Transportation Demand Management (TDM).** Strategies and techniques that can be used to increase the efficiency of the transportation system. TDM focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include ridesharing programs; flexible work hours; telecommuting; shuttle services; and, parking management (9J-5).

**Transportation disadvantaged.** Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities (9J-5).

**Transportation System Management (TSM).** A range of improvement strategies that are non-facility and low-capital oriented to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system in the short range. Means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident

management strategies, and other actions that increase the operating efficiency of the existing system.

**Urban infill.** For roadway concurrency purposes, development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area (Section 163.3164, F.S.).

**Utilitarian trip** - A trip for work or errand purposes, as opposed to recreational purposes. (1989 Broward County Comprehensive Plan, Broward County Comprehensive and Neighborhood Planning Division)

**Wide curb lane** - The outermost lane of a roadway, for vehicle travel, which is expanded from the standard 12 feet width to at least 14 feet in order to accommodate bicycle travel. Wide curb lanes are not designated by striping or pavement markings. (1989 Broward County Comprehensive Plan, Broward County Comprehensive and Neighborhood Planning Division)

**110% Maintain.** It shall mean that the number of trips on a road segment shall not exceed 110% of the number of actual trips in the road segment plus the number of committed trips in the TRIPS model.

E. Acronyms and abbreviations.

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BCt	Broward County Transit
CMS	Concurrency Management System
DCA	Florida Department of Community Affairs
DRI	Development of Regional Impact
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FIHS	Florida Intrastate Highway System
FS	Florida Statutes
FSUTMS	Florida Standard Urban Transportation Model Structure
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation System
LOS	Level of Service
MPH	Miles per hour
MPO	Metropolitan Planning Organization
SFRPC	South Florida Regional Planning Council
SIS	Strategic Intermodal System
TAZ	Traffic Analysis Zone

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TCEA	Transportation Concurrency Exception Area
TDM	Transportation Demand Management
TE	Transportation Element
TIP	Transportation Improvement Programs
TOD	Transit Oriented Development
TOPS	Transportation Options Program
TSM	Transportation System Management
VMT	Vehicle Miles Traveled

## II. DATA REQUIREMENTS

Rule 9J-5.019(2), Florida Administrative Code (FAC), requires that the Transportation Element (TE) be based upon the following data: general location of the transportation system features; existing functional classification and maintenance responsibilities; transit trip generators and attractors; designated transportation facilities for hurricane evacuation; the existing peak hour, peak direction level of service for roads, public transit facilities, and corridors or routes; and capacity of significant parking facilities. Part II addresses the above described rule requirements that are applicable to the Cooper City transportation system.

A. The transportation system. The transportation system of the region encompasses: roadways, public transit, bikeways, pedestrianways, waterways, airports, railways, recreational traffic networks, and intermodal facilities. Those components found in Cooper City are described in this section.

1. **Roadway network.** The roadway network is comprised of: roadway segments or links, road intersections, bridges, rights-of-way, signalization, signage, roadway amenities, and significant parking facilities.

a. *Segments.* A roadway segment or link is a portion of a roadway defined for the purpose of traffic analysis. The segment origination and termination points are typically signalized intersections or the point where the number of lanes on a roadway change. Segments can be classified by lanes and functions.

Number of lanes. Rule 9J-5.019(2)(a)9., FAC, requires the number of through lanes for each roadway be identified on an existing transportation map or map series. Exhibit 2-1, Roadway Network Map, depicts the lane characteristics of the existing roadway network consistent with the rule requirement.

Functional classification and maintenance responsibilities. Rule 9J-5.019(2)(a)8, FAC, also requires the existing functional classification and maintenance responsibilities for all roads be shown on the existing transportation map series. Functional classification was developed for transportation planning purposes and is the grouping of roadways by the character of service they provide.

Arterial roadways are classified as either principal or minor. A roadway serving only one of the arterial road purposes is classified as a minor arterial, while one serving more than a single purpose is classified as a principal arterial road. Generally, these are major roadways that carry heavy traffic volumes.

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An urban collector road’s purpose is to provide access to minor public facilities, cross-connection between roads, access to concentrated land use areas, and access to diffuse land use areas. Generally, collectors carry moderate traffic volumes to the arterial network.

The maintenance responsibility of the County roadway system is shared by Federal, State, County, and municipal governments. In general, Broward County is responsible for the maintenance of all County roads and the State is responsible for maintaining principal arterial roads. The City is responsible for city collectors. Table 2-1 describes the functional classification and maintenance responsibility for roadways in Cooper City. The functional classifications are depicted on Exhibit 2-2.

<b>Table 2-1</b>				
<b>Roadway Functional Classification</b>				
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Functional Classification</b>	<b>Maintenance Responsibility</b>
Flamingo Road	south City limits	north City limits	Urban Principal Arterial	State
Hiatus Road	Sheridan Street	1 mile north of Stirling Rd	Urban Collector	Cooper City
Palm Avenue	Sheridan Street	Griffin Road	Urban Minor Arterial	Cooper City
S.W. 90 <sup>th</sup> Avenue	Stirling Road	Griffin Road	Urban Collector	Cooper City
Pine Island Road	Stirling Road	Griffin Road	Urban Minor Arterial	Cooper City
Sheridan Street	Flamingo Road	Palm Avenue	Urban Principal Arterial	Cooper City
Sheridan Street	Palm Avenue	east City limits	Urban Principal Arterial	County
Stirling Road	Flamingo Road	Palm Avenue	Urban Minor Arterial	Cooper City
Stirling Road	Palm Avenue	east City limits	Urban Minor Arterial	County
Griffin Road	west City limits	east City limits	Urban Principal Arterial	State
University Drive	Sheridan Street	Stirling Road	Urban Principal Arterial	State
Source: Broward County Functional Classifications Map, May 2006				

Florida Intrastate Highway System. Section 334.03, FS, defines the “Florida Intrastate Highway System” (FIHS) as a system of limited access and controlled access facilities on the State Highway System, which have the capacity to provide high-speed and high-volume traffic movements in an efficient and safe manner. State legislation enacted in 2004 has created a Strategic Intermodal System (SIS) that is a regional network of transportation facilities including the FIHS roadway component. SIS /FIHS roads and also requires the establishment of strategies to facilitate local traffic use of alternatives to the SIS/FIHS. None of the roadways in Cooper City are part of the SIS/FIHS.

*b. Intersections and interchanges.* An intersection is the general area where two or more roadways join or cross at grade, including the roadway and roadside facilities for traffic movements within the intersection. An intersection is an important part of the roadway network because its design influences the efficiency, safety, speed, cost of operation, and capacity of roadways. Intersections within the City are depicted on Exhibit 2-1. There are no interchanges within Cooper City.

*c. Bridges.* A bridge is a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or railway, which has a track or passageway for carrying traffic or other moving loads. There are some road bridges within the City but the major bridges crossing the C-11 canal north of Griffin Road are outside of Cooper City.

*d. Right-of-way.* Right-of-way often is the major cost for many transportation improvement projects; therefore, right-of-way acquisition should be planned far in advance of the scheduled construction time. The Broward County Trafficways Plan, administered by the Broward County Planning Council, is a roadway right-of-way preservation plan. To accommodate the impacts of new development, right-of-way is dedicated during the development permitting process to provide for an adequate regional roadway network. This dedication normally occurs at the platting or site plan stage. Currently there are four main classifications designated in the Trafficways Plan: limited access/controlled; arterial; collector; and one-way pair. The right-of-way width for the limited access and controlled freeways is 325 feet; for arterial roadways, it varies from 100 to 200 feet; for collector roads, it ranges from 70 to 94 feet; and for one-way pairs, the range is from 42 to 54 feet. The City coordinates closely with the Broward County Planning Council to ensure that right-of-way is dedicated consistent with the Trafficways Plan as indicated in Table 2-2.

<b>Table 2-2 Broward County Trafficway Plan Rights-of-Way</b>		
<b>Roadway</b>	<b>Trafficway Plan Designations</b>	<b>Right-of-Way</b>
Griffin Road	Arterial	120'
Stirling Road	Arterial	110'
Sheridan Street	Arterial	200'
Flamingo Road	Arterial	200'
Hiatus Road	Collector	94'
Palm Avenue/Nob Hill Rd	Arterial	110'
Pine Island Road	Arterial	110'
University Drive	Arterial	200'
Source: Broward County Trafficways Plan Map, 2005		

Where right-of-way cannot be dedicated as a condition of development order approval, it is acquired through condemnation. The widening of Griffin Road by FDOT was a major project that required right-of-way acquisition. **Objective 2.6** and the related implementing policies address right-of-way protection and preservation.

e. *Signalization.* Signalization controls the flow of traffic and affects the traffic volume passing through a particular intersection. The Broward County Traffic Engineering Division is responsible for installing and maintaining all signal systems in the County. Coordination of traffic signals through computerization is one of most effective ways to improve the traffic flows. Broward County continues the systematic installation and maintenance of a fully computerized signal system Countywide. The city has also installed transfer switches for generators at the following locations:

- Flamingo Road & Griffin Road
- Flamingo Road & Sheridan Street
- Flamingo Road & Stirling Road
- Griffin Road & SW 100<sup>th</sup> Avenue
- Griffin Road & SW 118<sup>th</sup> Avenue
- Griffin Road & Pine Island Road
- Griffin Road & SW 90<sup>th</sup> Avenue
- Sheridan Street & Palm Avenue
- Stirling Road & Pine Island Road
- Stirling Road & SW 90<sup>th</sup> Avenue
- Stirling Road & Hiatus Road
- Stirling Road & SW 106<sup>th</sup> Avenue
- Stirling Road & Palm Avenue

f. *Signage.* Signing and markings are features of traffic control and operation that must be considered in the geometric layout of any development or roadway facility. Cooper City along with FDOT and Broward County create and maintain signage on their functionally assigned roadways.

g. *Amenities.* Landscaping is the primary roadway amenity. Landscape design of completed highways serves functional, as well as aesthetic purposes. Appropriate plantings can provide glare reduction, acoustical control, erosion control, and traffic control. Plants also can create and define spaces, by complementing and improving the attractiveness of certain properties, while masking undesirable views. Landscape design can influence speed through control of roadway focal points.

h. *Significant parking facilities.* Significant public parking facilities in Broward County are defined as greater than 500 parking spaces. There are no such facilities located in Cooper City.

i. *Safety.* A safe roadway network enhances the protection of life and property. Safety aspects include crash indicators, access management standards and hurricane evacuation, as well as guardrails and swale areas.

Crash indicators. The Cooper City Police Department collects and analyzes data regarding vehicle crashes that occur in the City. Table 2-3 provides the most recent crash statistics and this data is depicted on Exhibit 2-3. **Objective 2.1** and the associated policies address the City's efforts to improve safety of the transportation network.

<b>Table 2-3 Number of Vehicular Crashes at High Accident Locations</b>	
<b>Location</b>	<b>Number of Accidents</b>
Flamingo Road at Griffin Road	33
Griffin Road at S.W. 100 <sup>th</sup> Avenue	30
Griffin Road at Pine Island Road	8
S.W. 100 <sup>th</sup> Avenue at S.W. 52 <sup>nd</sup> Street	5
Pine Island Road and Sheridan Street	30
Stirling Road at Flamingo Road	66
Stirling Road at Hiatus Road	16
Stirling Road at Palm Avenue	34
Sheridan Street at Flamingo Road	29
Sheridan Street at Hiatus Road	16
Sheridan Street at Palm Avenue	14
Stirling Road at 90 <sup>th</sup> Avenue	18
Stirling Road at Pine Island Road	13
Source: Cooper City Police Department, 1996	

Access management. **Policy 2.1.1** provides for the City to continue maintaining land development regulations that control the connection of access points of driveways and roads to roadways.

Hurricane evacuation. The Hurricane Evacuation Map prepared by the Broward County Emergency Management Division identifies all the major roadways that traverse Cooper City as being part of the hurricane evacuation network. Cooper City is located several miles from the Coastal High Hazard Area and is not located in a mandatory evacuation area.

**2. Public transit network.** Broward County Mass Transit (BCt) is responsible for providing public mass transit services throughout Broward County. BCt provides a number of public transit services described below. In addition, Cooper City, in conjunction with BCt, provides local shuttle service.

a. *Public transit facilities.* Public transit facilities include bus terminals, transfer stations, rights-of-way, motorized vehicles (buses and vans), transit bus stops, transit amenities, and other facilities.

Terminals. Broward County has established two (2) public transit bus passenger terminals, one in Fort Lauderdale and one in Plantation.

Rights-of-way and exclusive public transit corridors. Bus pullout bays are specialized bus stop auxiliary lanes, independent of the through traffic travel lane. The bus pullout bays are designed to minimize traffic obstruction and maximize passenger safety. Broward County acquires additional right-of-way along major arterial roadways during the roadway widening process for bus pullout bays. Bus pullout bays have been constructed and are located on recently widened roadways throughout the County and may also be constructed as part of the platting process.

Exclusive public transit corridors are roadway or railway corridors designated by the FDOT or a local government for public transit, which are physically separated from general use corridors and to which access is highly restricted. There are no existing exclusive public corridors in Cooper City. The South Florida Rail Corridor, previously known as the CSX Transportation railway corridor, is the only exclusive public transportation corridor in Broward County.

Public transit vehicles. Broward County Transit's (BCt) 2005 vehicle inventory consists of 275 full-size transit coaches, each with seating capacity of approximately 40-42 persons. All vehicles are designed to accommodate persons who have mobility impairments and those in wheelchairs. In addition, the City maintains one vehicle for the local shuttle service that has a capacity of 16 passengers. The community service was initiated in 1991 and was the first in Broward County.

Public transit amenities. The Bus Stop Inventory reports data regarding amenities, including bus benches, shelters, pull-out bays, right turn lanes, shelter and trash cans. All the bus stops along the community shuttle route are designed in accordance with BCt standards. One bus shelter is provided at the Atrium Plaza and bus benches are provided at stops along University Drive.

b. *Public transit services.* Public transit services are passenger services provided by public, private or non-profit entities. They include the following surface transit modes: fixed route bus service, limited route bus service, feeder bus service, demand responsive service, para transit municipal service and intercounty service.

Fixed-route bus service. The Broward County Mass Transit Division operates Broward County Transit (BCt), a fixed-route bus system servicing nearly all of Broward County's developable area. Currently, Route 2 provides service to Cooper City along University Drive between Sheridan Street and Stirling Road. Route 16 serves Stirling Road and a portion of Flamingo Road North of Stirling Road. Also, Route 12 intersects with

Cooper City for a short distance at Davie Road Extension and University Drive. The FY 2005/09, Exhibit 2-4 depicts the BCt Routes. Broward County Transit Development Plan includes a recommendation to extend Route 12 along Sheridan Street to S.W. 172<sup>nd</sup> Avenue which would provide fixed route service to the southern portion of the City. However, this route change is being re-evaluated. The City will continue to coordinate with Broward County regarding improvements to the transit service in the City.

Limited bus services. Limited bus service, which has faster operating speeds and serves a limited number of origins and destinations, provides a level of service comparable to the automobile. There are no express bus routes that traverse Cooper City.

Feeder bus services. Feeder bus service routes are defined as local transit service that picks up and delivers passengers to a rail transit terminal, express bus stop, transfer point, or terminal. There are no feeder bus services in Cooper City.

Demand responsive service. Broward County funds and administers the Transportation Options Program (TOPS), which provides door-to-door service, upon request, to residents who are transportation or economically disadvantaged, for several specific trip purposes. This program was introduced by Broward County Transit's Paratransit Service in December, 1996. Broward County has contracted with seven (7) private companies to provide this door to door service throughout the County. **Policy 2.2.7** provides for coordination with Broward County regarding transit service for the transportation disadvantaged.

Municipal public transit services. Cooper City has entered into an interlocal agreement with the BCt for the provision of municipal bus service. Under this agreement, BCt leases an ADA accessible minibus to the City for \$10 per year. BCt pays an annual stipend, currently \$20.00 per revenue service hour per vehicle, to assist in maintenance and operations. The mini bus has a capacity of 16 passengers and is wheelchair accessible. Exhibit 2-4 depicts the community shuttle route. The community shuttle provides a connection to BCt Route 2, a fixed route that runs along University Drive and connects to a number of other BCt routes, which runs from 6:30 a.m. to 6:00 p.m. at 60 minute intervals Monday through Saturday.

c. *FDOT designated public transportation corridors.* The purpose of corridor designation and subsequent planning is to relieve congestion by increasing people carrying capacity through the use of high occupancy vehicles. There are no existing designated public transportation corridors in Cooper City. However, the Broward MPO, 2030 Long Range Transportation Plan (cost feasible) identifies rapid bus service along University Drive.

*d. Major public transit trip generators and attractors.* Major public transit generators and attractors are concentrated areas of intense land use or activity which produce or attract a significant number of local trip ends. Public transit generators are typified by residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors.

The City relies on Broward County’s definition of a major public transit generator as one of the 40 Traffic Analysis Zones (TAZs) with the highest population density. A major public transit attractor is one of the 40 TAZs with the highest employment density. The number 40 was chosen because it approximately represents five (5) percent of all TAZs within Broward County. There are no major transit generators or attractors in Cooper City.

**3. Bicycle network.** The bicycle network includes bicycle facilities and services designed to enable and encourage the use of bicycles for recreational and utilitarian purposes. Recreational trips include travel for leisure, enjoyment, or pleasure and utilitarian trips include travel for work or errands.

*a. Bicycle facilities.*

Bikeways. A bikeway is any road, path or way which is open to bicycle travel. Bikeways include multi-purpose paths/greenways, designated bicycle lanes, paved shoulders, and wide curb lanes, which total almost 299.5 miles in Broward County. In recent years the consideration of bikeways as part of the roadway design, like landscaping, has gradually become part of the roadway’s design process. However, because bicycle lanes were rare in Broward County and immediate connectivity between the few existing facilities was not financially feasible, a construction by opportunity approach was utilized to begin development of the county’s on-road bicycle facility network. As new roads are being constructed, on-road bicycle facilities are included. Broward County is now reaching the point at which connectivity between facilities is becoming financially feasible. To further develop this network the Broward County Bicycling Advisory Committee is helping to develop a prioritized list of bicycle facility construction projects. The location of Existing and Designed Bikeway Facilities in Cooper City that make up part of the Countywide system are displayed on Exhibit 2-5, “Bikeways Network Map”, as well as categorized in the below table.

STATUS / ROAD	COVERAGE
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<p><b><u>Cost Feasible Bicycle Projects</u></b>                  Stirling Road                  Sheridan Street                  University Drive</p>	<p>Between west city limits and Palm Avenue                  Between west city limits and Palm Avenue                  Between Sheridan Street and Stirling Road</p>
<p><b><u>Funded/Designed Bicycle Facilities</u></b>                  Stirling Road                  Pine Island Road</p>	<p>Between Palm Avenue and University Drive                  Between Stirling Road and Sheridan Street</p>
<p><b><u>Existing Bicycle Facilities</u></b>                  Griffin Road                  Flamingo Road                  Pine Island Road                  Palm Avenue                  Sheridan Street</p>	<p>Flamingo Road to Pine Island Road                  Between north and south city limits                  Between Griffin Road and Stirling Road                  Between Sheridan Street and Stirling Road                  Between Palm Avenue and University Drive</p>
<p>Source: Broward County MPO 2030 Cost Feasible Bicycle Plan Map</p>	

Bicycle parking racks and lockers. Bicycle racks and lockers are used for bicycle parking. The City’s land development regulations require that non-residential developments provide on-site bicycle racks. **Policy 2.2.8** provides for additional appropriate bicycle parking.

b. *Bicycle services.*

Educational programs. Bicycle education is taught in Broward County’s public schools by teachers, recreation, and law enforcement professionals trained as instructors. Bicycle education includes such topics as traffic laws and defensive riding techniques.

Velodrome. Broward County’s only velodrome is located in Brian Piccolo Park in the southeast portion of Cooper City. This velodrome was constructed in 1994 and serves as a training facility for professional bicyclists and also provides recreational and instructional opportunities.

**4. Pedestrian ways network.** Pedestrian facilities are designed to ensure safety and allow access to pedestrian ways. Pedestrian ways are any road, path or way open to traffic afoot and from which motor vehicles are excluded. Pedestrian ways include such facilities as sidewalks, crosswalks, walkways, signals, median strips, curb cuts, and amenities.

Cooper City Code of Ordinances requires the construction of sidewalks along both sides of every roadway within the City limits. All new development is required to construct sidewalks in the development consistent with the City’s engineering standards. **Policy 2.1.1** requires the Growth Management Department to continue implementing land development regulations requiring sidewalks for new development and redevelopment.

Pedestrian access facilities include curb cuts, ramps, bus stops, signals, and median strips. Curb cuts and ramps provide accessibility for the disabled and are designed in accordance with the guidelines established by the Americans with Disabilities Act (ADA). The design of bus stops can help to improve pedestrian access to public transit. The City continues to coordinate with BCt to improve pedestrian access to public transit stops. See **TE Policy 2.2.6**.

**5. Waterway network.** The South New River Canal (C-11) is located along the northern limit of Cooper City. It is a South Florida Water Management District canal and the width is approximately 90 feet. The C-11 Canal extends east to the Dania Cutoff Canal which connects to the Intracoastal Waterway.

**6. Airports and related facilities and services.** There are no airports located in Cooper City.

**7. Railway network.** There are no rail facilities in Cooper City.

**8. Recreational traffic network.** The primary intent of the recreational traffic network is to provide travel oriented passive and active outdoor recreational opportunities including greenways, blue-ways, equestrian trails, and those bikeways located within regional parks.

Greenways. “Greenways” are vegetated corridors used primarily for outdoor recreational such as walking, jogging, hiking, and horseback-riding. The greenway concept is becoming widely recognized as a cost-effective approach to open space protection. Although, there is no standardized definition of a greenway, most are linear, connective, and vegetated. Greenways typically follow physical linear features of the landscape, both natural and man-made. Natural features include rivers, ridge lines, and coastlines. Man-made features include abandoned railroad rights-of-way, utility easements, and roads. Greenways customarily provide connections between hubs, such as parks, cultural and historic sites, and developed areas. The connective aspect of greenways occasionally provides the opportunity for utilitarian use, but the primary use is recreational. Greenways commonly include vegetative buffers, offering environmental benefits, such as stormwater filtration and crucial wildlife habitat.

Broward County has identified a potential greenway network that incorporates major FPL easements, major canal easements and rail corridors. The County has identified three potential greenway corridors in Cooper City: along Griffin Road, along Flamingo Road and the FPL corridor. These greenways are identified on Exhibit 2-6, “Potential Greenway System.” The Greenway Corridor along Flamingo Road is in the final engineering design stage of development and is anticipated for construction in 2008.

Equestrian trails. There are no equestrian trails in Cooper City. However, there are a number of trails in the adjacent municipalities of Southwest Ranches and the Town of Davie. Cooper City may consider providing connections to these equestrian trails in the future. However, equestrian activities are not as popular in Cooper City as they are in the adjacent communities.

Park bikeways. Bikeway facilities for recreational purposes are provided by Broward County in Brian Piccolo Park. Currently, there are 2 miles of bikeways within the park as well as a professional velodrome.

**9. Intermodal terminals and access to intermodal facilities.** An intermodal facility is a facility designed to relate to two or more modes of transportation using single or closely related transportation facility and service. The FDOT's Corridor Management Procedure defines it as the provision of connections between different transportation modes, such as adequate highways to ports or bus feeder services to rail transit, individual modes working together to provide the user with the best choices of services. For purposes of this Transportation Element, only passenger intermodal facilities are addressed.

Intermodal facilities include terminals, high-occupancy vehicle (HOV) lanes and park-and-ride facilities. There are no intermodal facilities in Cooper City and the roadway network provides the only connection to the intermodal facilities in the County. The Tri-Rail station Sheridan Street is considered an intermodal passenger terminal. BCt provides bus service to this terminal via BCt Route 12. BCt Route 12 runs along Sheridan Street and intersects with Cooper City for a short distance at Davie Road Extension and University Drive. The 2005/09 Broward County Transit Development Plan proposes an extension of BCt route 12 west to 172<sup>nd</sup> Avenue through the city which would provide residents with greater access to the Sheridan Street intermodal facility. However, the proposed route extension is being re-evaluated by Broward County. The city will continue to coordinate with FDOT, MPO, and BCt and support extension of BCt route 12 in order to improve intermodal linkages and mobility needs. The city will also support efforts of these agencies regarding the provision of intermodal facilities and improving access to same in order to improve intermodal linkages and mobility needs of the region.

B. Transportation level of service (LOS) standard. Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Cooper City applies transportation LOS standards through its Concurrency Management System (CMS) only to roadways.

**1. Roadway LOS Standards** The roadway level of service (LOS) standard is a qualitative assessment of the road user's perception of the quality of flow of traffic. The LOS standard is represented by a letter scale "A" through "F", with "A" being

the most favorable conditions and “F” being the least favorable. The LOS is measured by dividing the number of vehicle trips (i.e. volume) on the facility by the capacity of that facility. While this is the most prevalent LOS standard, other standards could be employed. This includes LOS standards based on the number of person trips, vehicle miles traveled, vehicle hours traveled, or average speed can be used.

*a. Florida Intrastate Highway System (FIHS) of the Strategic Intermodal System (SIS).* Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the SIS / FIHS. SIS/ FIHS roadways in Broward County include: I-75, I-95, Florida’s Turnpike and the Sawgrass Expressway. There are no SIS/FIHS roadways in Cooper City. The SIS/FIHS LOS standard are addressed through **Policy 2.4.1** and **Policy 2.4.11** addresses strategies to facilitate alternatives to the SIS/FIHS.

*b. Other non-local and non-municipal roadways.* Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt adequate LOS standards for local roads. The City of Cooper City proposes to adopt the generalized two-way peak hour volumes for Florida’s Urbanized Areas at the LOS “D” standard, as shown in Table 2-4. These standards would apply to all local, county, and state roads that are not part of the FIHS. In the 1990 Traffic Circulation Element, the roadway LOS “D” standard was measured by the average annual daily traffic (AADT) volumes; however, state law now requires the LOS standard be measured by peak-hour volumes. Cooper City is using the two-way peak hour volumes instead of the directional peak hour volumes in order to be consistent with the standards implemented by the FDOT and Broward County. **Policy 2.4.1** addresses the LOS standard for non-FIHS facilities and transportation facilities functionally classified as a collector road or higher, excluding expressways. **Policy 2.4.2** addresses how Cooper City will implement the two-way peak-hour LOS standard.

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<b>Table 2-4 Generalized Peak Hour Two-Way “LOS D” Volumes for Florida’s Urbanized Areas</b>						
<b>Lanes</b>	<b>2-lane Undiv.</b>	<b>4-lane Div.</b>	<b>6-lane Div.</b>	<b>8-lane Div.</b>	<b>10 Div.</b>	<b>12 lanes</b>
State 2-way Arterials Uninterrupted Flow	1,720	5,870	8,810	---	---	---
Interrupted Flow Class I (0 to 1.99)	1,560	3,390	5,080	6,440	---	---
Interrupted Flow Class I (2.00 to 4.50)	1,460	3,110	4,680	6,060	---	---
Interrupted Flow Class III	1,200	2,750	4,240	5,580	---	---
Interrupted Flow Class IV	1,310	2,880	4,350	5,690	-	---
Freeways, Group 1	---	6,510	10,050	13,600	17,160	20,710
Freeways, Group 2	---	6,250	9,840	13,420	16,980	20,560
Non-State Roadways Major City/County Rd	1,390	2,950	4,450	---	---	---
Other Signalized Rds.	950	2,070	---	---	---	---

Source: Broward County Transportation Element 2006 Comprehensive Plan

c. *Roadway LOS standard exemptions.* The Florida Statutes allow local governments to adopt a number of exceptions to the traffic concurrency requirements. The exceptions apply to geographic areas (e.g., transportation concurrency exception areas), to specific roadway segments (e.g., constrained roadways), and to specific developments (e.g., de minimis impacts). At this time, the City does not have a need for a concurrency exception area or an exception for specific roadways at this time. The City proposes to implement exemptions for vested rights or de minimis impacts when necessary.

Vested rights. An exemption for proposed development found to have vested rights with regard to any affected road segment is proposed 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 Cooper City Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made. **Policy 2.4.2** addresses the vested rights exemption.

De minimis impacts. Rule 9J-50055(3)(c)6., FAC, creates a traffic concurrency exception for those developments deemed to have a de minimis

impact, provided all conditions must be met to qualify. The City proposes to utilize criteria consistent with the Broward County Land Development Code to satisfy the de minimis requirement. The current de minimis provisions are as follows:

- The traffic generated by the proposed development on the overcapacity link does not exceed one-tenth of one (1) percent of the capacity of that link at the adopted level of service.
- The cumulative impact of such exemptions shall not exceed three (3) percent of the capacity of any overcapacity link at its adopted level of service.
- The total traffic generated by the proposed development shall not exceed five hundred (500) trips per day.
- Additional de minimis conditions are as follows: for development of vacant land, residential density shall not exceed an average of 4 dwelling units per gross acre, and/or non-residential floor area shall not exceed 10% of the gross land area. For redevelopment of developed land, the number of residential units or square footage of non-residential floor area may be doubled. In addition, de minimis may not be applied to “flex” units or “reserve” units. This exception is addressed in **Policy 2.4.2**.

However, no impact will be de minimis if it would exceed 110 percent of the sum of existing volumes and the projected volumes from approved projects on a transportation facility; provided however, that an impact of a single family home on an existing lot 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. **Policy 2.4.2** addresses the de minimis impact exemption.

**2. Concurrency Management System.** The Growth Management Department implements the Concurrency Management System (CMS) as it relates to local roadways and relies on Broward County Department of Environmental Protection to implement the CMS for County and State roadways. The CMS provides a development order or permit shall be issued when a roadway exceeds the applicable 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 consists of all

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property within the impact distance of the boundary of the proposed development site, where the impact distance is defined below:

<b><u>Proposed Use:</u></b>	<b><u>Impact Distance (miles):</u></b>
Church	1
Commercial, less than 200,000 square feet GFA	1
Commercial, between 200,000 & 1 million square feet GFA	2
Commercial, greater than 1 million square feet GFA	3
Commercial recreation	1
Community Facility	1
Day Care	1
Hotel	1
Industrial / Warehouse	2
Office	2
Park (local)	1
Park (regional)	2
Regional Cultural/Tourism Facility	3
Residential	1.5
School	1

Proposed developments with mixed use will be assigned the impact distance from the above table that is closest to the weighted average of impact distances of the individual uses in the proposed development, with the weights based on trips generated. Traffic studies submitted by an applicant shall be considered in reaching this determination.

2. The proposed development places trips on, or creates, overcapacity links

within the impact area. but one of the following conditions applies:

- a. There is an approved action plan to accommodate the traffic impact of the development; or
- b. The necessary improvements to provide the applicable level of service are either under construction or are the subject of a executed contract for the immediate implementation of the improvements at the time the permit is issued; or
- c. The necessary improvements to provide the applicable level of service have been included in the first two (2) years of the adopted municipal, state or county 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; provided, however, that for an improvement to a FIHS facility, inclusion in the third year of the adopted state program may also be acceptable; or
- d. The necessary improvements for the applicable LOS are provided for in an enforceable development agreement and will be available prior to certificates of occupancy that require those facilities. An enforceable development agreement may include, but is not limited to, development agreements pursuant to section 163.3220, Florida Statutes; or
- e. The development permit will be issued in accordance with, and as authorized by, an approved Florida Quality Development (FQD) or Development of Regional Impact (DRI) 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 concurrency; or
- f. 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 Section 5-181(1) of this Article. The proposed development must

- meet concurrency for any road segment for which a vested rights determination has not been made; or
- g. The proposed development meets all of the de minimis criteria
  - h. The proposed development is within an area designated on the Broward County Land Use Plan for urban infill, urban redevelopment or downtown revitalization. Proposed developments within such designated areas shall be subject to the provisions of Section 5-182(u), Broward County Code, of this article.
  - i. The proposed development would promote public transportation. Specifically, the proposed development is either:
    - (i) a public transit capital facility, including transit terminals, lines, shelters and stations; or
    - (ii) an office building or office project that includes fixed-rail or transit terminals as part of the building

The criteria for the CMS has been incorporated in the City’s Land Development Code as stated in **Policy 2.4.3**. The city also adopted a Proportionate Share Ordinance as mandated by Florida law.

**Policy 2.4.5** addresses coordination with Broward County concerning overcapacity roadway segments and roadway segments approaching capacity.

**3. Public transit LOS standard.** The City of Cooper City is adopting Transit Oriented Concurrency for the area of the community east of Flamingo Road. .

The city will continue to cooperate and interact with Broward County to ensure that all areas of planning under the control of and performed by Broward County will be adhered to and followed by Cooper City. The city will rely on Broward County to annually update the TDP.

Unlike the roadway LOS standard, which measures vehicles, the public transit LOS standard measures accessibility to public transit. Accessibility is addressed through the concept of functional area coverage, which is defined as a 2 mile corridor surrounding a bus route, 3 mile in each direction. Under the 1989 Mass Transit Element, functional area coverage was measured on a daily basis. Consistent with

state law, which requires use of the peak-hour, the public transit LOS standard is 70 percent functional area coverage for residences and employment.

### *Data and Analysis for Transit Oriented Concurrency*

Rule 9J-5, F.A.C., requires all plan amendments and their support documents to be based upon data and analysis which is relevant and appropriate to each element.

To be based upon data means to react to it in an appropriate way and to the extent necessary indicated by the data available. The data upon which the subject amendment is based includes: Section 163.3180, Florida Statutes; Rule 9J-5.0055, F.A.C; the goals, objectives and policies of the Broward County Comprehensive Plan; the Broward County Land Development Code; the Broward County Transit Development Plan ( FY 2005-2009); the Annual Transit Ridership Report (2002-2003); the Year 2025 Long-Range Transportation Plan Update (Final Report) of the Broward County MPO; and the Transit Capacity and Quality of Service Manual.

The boundaries for each Broward County District were determined using municipal input and the following criteria:

- a. Each District must be a compact geographic area with existing or proposed multiple, viable alternative travel paths or modes available for common trips;
- b. Each District should have generally a common level of service (transit or roadway) within it;
- c. Each District should be designed to support common goals relating to infill development and/or redevelopment within it;
- d. Each Transit Oriented District should be designed so that it can have one set of transit service standards established for it;
- e. Municipal boundaries should be followed when feasible, if other criteria are satisfied, unless a municipality requested otherwise.

The majority of Cooper City is situated within the South Central District.

South Central District - The boundary of this District is the Turnpike to the east; the County line to the south; and I-595 to the north. On the west the boundary was drawn based on the desires of the affected municipalities, as to which areas would participate in Transit Oriented Concurrency and which areas would remain with Standard Concurrency. The municipalities of Weston and Southwest Ranches indicated that they were not ready for transit enhancements at this time. Davie wanted to separate its large area of agricultural and low density residential development from the suburban areas to the east. Pembroke Pines and Miramar have areas that are still under development with potential for road improvements. Based on these land use and transportation factors, the western boundary of the South Central District runs on Nob Hill Road, from I-595 to Griffin Road; goes west on Griffin Road to Flamingo Road; runs south on Flamingo Road to Sheridan Street; goes west on Sheridan Street to I-75, then runs south on I-75 to the County line.

North of Sheridan Street, this boundary generally separates areas of medium density and low density. South of Sheridan Street, it generally separates areas fully developed from areas still under development, as may be amended from time to time.

There is not one dominant transportation corridor within this District. None of the bus routes average over 35 passengers per hour, but many of them approach that figure. Of the nine mainline routes that currently serve the District, only three have a weekday service frequency of 30 minutes or better. Therefore, the coverage area of 63%, including several community bus routes, may be misleading.

Among planners in the District, the highest priorities for transit service enhancement included increased coverage and increased frequency, with secondary priorities being improved quality of bus stops and improved access to bus stops.

*The transportation concurrency management areas as designated contain an integrated and connected network of roads and provide multiple, viable alternative travel paths or modes for common trips.* - Broward County's regional road network is a grid system with arterials spaced at approximately one mile intervals, both in the north-south and the east-west direction. The transit system is similarly designed in a grid system, with deviations to utilize major transfer terminals. The numerous community bus routes (in 23 municipalities as of February, 2004) allow easy access from neighborhoods and local streets to the mainline bus routes on the grid system. The above system results in each Transit Oriented Concurrency District having multiple, viable travel alternatives for common trips.

*The basis for establishing the area-wide level of service standards and existing and projected transportation service and facility requirements will support infill development or redevelopment.* - The Transit Development Plan (TDP) will support the level of service standards in **Policy 2.4.1**. These standards were established based on: the priorities resulting from District meetings of planners; the adopted priorities of the MPO; and the priorities set in previous TDPs. All of these Transit Oriented Concurrency Districts are substantially built-out, both in terms of land area and of major roadway laneage. The proposed shift from a Roadway LOS Standard to Transit LOS Standards in these Districts will complement the future development patterns of these Districts, which will necessarily be predominantly infill and redevelopment.

*The established area-wide level of service and other transportation services and programs support infill development or redevelopment* - Because the Transit Oriented Districts are all essentially built-out in terms of vacant developable land, but substantial growth is still forecasted for these areas, these Districts are, and will be, experiencing a high degree of infill and redevelopment.

The Broward County MPO, as reflected in the adopted 2025 Long Range Transportation Plan, has determined that this combination of continued growth and

constrained facilities must be addressed by a major shift of priorities away from roadway improvements, and towards transit and non-motorized forms of travel. In concert with this policy direction of the MPO, the City and County Commission has decided to redirect the concurrency mitigation efforts of the development community from roadway improvements to transit enhancements.

This change will support efforts to encourage infill and redevelopment in several ways: Transit Oriented Development will be encouraged, since it will be creditable; land that would have been consumed for right-of-way purposes will be available for infill and redevelopment; and, transit enhancements will encourage areas of denser redevelopment.

*The planned roadway improvements and other services and programs such as, transportation system management (TSM) and/or transportation demand management (TDM) strategies and incentives to use public transit (such as parking policies and provision of intermodal transfers), accomplish mobility within and through each concurrency management area.* - The proposed TDP represents a partial implementation of the Long Range Transportation Plan, adopted by the Broward County MPO. The MPO's Long Range Transportation Plan has been selected as a winner for the Federal Highway Administration's Environmental Excellence Award. Environmental Excellence Awards were established as a way of recognizing and acknowledging outstanding processes, projects, and people for their environmental contributions to our Nation's transportation system.

The Broward County 2030 Long Range Transportation Plan (LRTP) is a group of transportation improvements designed to upgrade the transportation system in Broward County to meet the expected travel demand by the year 2030. The 2030 LRTP will show a true multi-modal set of improvements in accordance with the direction provided by the Broward County MPO.

The LRTP includes sections focused on air quality, livable communities and non-motorized transportation. The LRTP contains a true multi-modal set of improvement projects which will provide the county's residents, business people and visitors with travel options and reduce reliance on private automobiles. Transit services will be dramatically improved to allow for a far higher degree of commuter travel. Bicycle and pedestrian system improvements will ensure that shorter-distance trips and leisure trips can be safely addressed by these modes, and will contribute towards a sustainable future for Broward County.

#### Level of Service Standards

The concurrency management system shall establish the following transportation level of service (LOS) standards:

Within transit oriented concurrency districts, the transportation LOS standards, for

the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2009:

- South Central District -      Achieve headways of 30 minutes or less on 60% of routes.  
   Establish at least one neighborhood transit center.  
   Establish at least one additional community bus route.  
   Expand coverage area to 48 percent.
  
- Overall -                              Increase number of bus stop shelters by 30 percent.

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

This Level of Service Standards were established in consultation with Broward County affected municipalities, transportation providers, the MPO, FDOT and other interested parties.

#### Relation of LOS Standards to Transit Capacity and Quality of Service Manual (TCQSM) Standards

Because the proposed concurrency Level of Service Standards are for Districts as a whole, and due to other requirements of the concurrency system, there is not a direct correlation between these Standards and those devised in the Transit Capacity and Quality of Service Manual (TCQSM). Below is a discussion of how each of the six TCQSM standards is addressed in this proposal.

**Service Frequency:** The proposed LOS Standards include three levels related to frequency, among seven of the eight Districts. These are percent of routes with headway 30 minutes, 20 minutes, and 15 minutes. These roughly correspond to Levels of Service D, C, and B of the TCQSM, respectively. However, LOS B is actually defined as headways of 10-14 minutes, so the equivalence is not precise.

**Hours of Service:** Since the concurrency LOS Standards are required to be related to peak hour service, this service measure was not appropriate for use in the concurrency program.

**Service Coverage:** The intent to increase the community bus services in each District addresses service coverage. However, since the location of these future services is unknown, quantifying the impact on coverage in each District cannot be accomplished at this time.

Also, the improvement in bus stop quality, by adding shelters, increases the service coverage by encouraging longer waits for arriving buses.

**Passenger Load:** Although this is criteria in setting priorities for headway

improvements on routes, it is not directly reflected in any proposed LOS Standards.

**Reliability:** This service measure involves mostly systemic change, rather than transit stop or route characteristics. It is not addressed in the proposed LOS Standards.

**Transit/Auto Travel Time:** The placement of at least one Neighborhood Transit Center (NTC) in each District is intended to relate to this service measure. However, no method of quantifying the travel time benefits, to relate to the LOS Standards in the TCQSM, has been found.

Within standard concurrency districts, the transportation LOS standards for the purpose of issuing development orders and permits are:

Southwest District - the generalized two-way peak-hour LOS D standard volumes depicted on Table F-1, Level of Service Manual, Florida Department of Transportation, (2002).

#### Level of Service Standards for Long Range Planning

The transportation LOS standards for the purpose of long range transportation planning are:

1. For facilities within the Florida Intrastate Highway System (FIHS), the LOS standard shall be as established by FDOT.
2. For facilities not within the FIHS, the LOS standard shall be the generalized two-way peak-hour LOS D standard volumes depicted on Table F-1, Level of Service Manual, FDOT, ( 2007) within all other Districts.

The Department of Community Affairs required that, even when adopting a LOS standard for concurrency purposes that is not based on roadway congestion, a traditional roadway LOS standard must remain in effect for other purposes, such as long range planning.

Based on recommendations by the Broward County MPO, the Broward County Commission shall adopt a five-year Transit Development Plan (TDP) that is projected to achieve the level of service standards for each District listed in Policy 3.4.2.1. The County Commission shall ensure that the TDP is a financially feasible plan. The TDP is updated annually. The current TDP is not constrained by projected revenues.

Building permit applications require concurrency satisfaction

Prior to application for a building permit with any local government within Broward County, the applicant shall obtain a Transportation Concurrency Satisfaction

Certificate from Broward County. Cooper City shall not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The City and County Commission may adopt land development regulations which are exempt from these requirement categories of building permits that clearly do not create additional transportation impacts.

Based on the Broward County Charter and the Land Use Plan, land development approvals in Broward County are a shared function between the County Commission and the municipalities. If platting is required, the plat must be approved first by the municipality, then by the County. Site plan approvals and the issuance of building permits are municipal functions. Prior to any building permit application at the municipal level, however, plans must be approved relative to County environmental regulations by the Broward County Environmental Protection Department (EPD).

The anticipated outcome of this policy is that the Transportation Concurrency Satisfaction Certificate would be obtained from the County's Development Management Division at the same time as the EPD Approval is obtained from the Land Use and Permit Division, prior to application for a building permit.

Concerning categories of building permits that clearly do not create additional transportation impacts, staff will recommend, at a minimum that permits that do not require EPD environmental approval will also not require a Transportation Concurrency Satisfaction Certificate.

Policy 8.06.06 in the Broward County Land Use Plan and Policy 2.4.1.5 reflects the change in the application of transportation concurrency stated in this policy. This represents a major change concerning which development applications are subject to transportation concurrency. Instead of concurrency satisfaction being limited to those properties which are required to plat, or to modify a plat note, this policy would widen the concurrency requirement to all building permits which have not been previously vested for concurrency. It would dissolve the artificial advantage that presently exists for development on property platted prior to 1979. This mirrors the change that was made in December of 2003 regarding the collection of impact fees.

#### Conditions to Satisfy Concurrency Requirements

Cooper City shall defer to Broward County which 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 that was approved by the County Commission on or after March 20, 1979, and before the effective date of Amendment 04-2-T1; 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 a transit oriented concurrency district; and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in Policy 3.4.7, for the development proposed in the building permit application.

5. If the building permit application is for property within a transit oriented concurrency 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 a transit oriented concurrency 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 a standard concurrency district; and the application is for property within a recorded plat that was approved by the County Commission; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission 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 a standard concurrency district, and the application is for one single family or duplex unit, and

the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the impact of the proposed development would not exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

9. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.

10. At the option of a municipality, policies 2.4.1.6.5 and 2.4.1.6.6 may be modified, so that if a building permit application with that municipality is for property within a transit-oriented concurrency district, and said property is unplatted 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. This option can only be exercised by a municipality adopting such a provision in its Comprehensive Plan.

#### Transit Concurrency Assessment

The Transit Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant (for each year) dollar figure for each District that represents the cost per trip of all the TDP enhancements in 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.

The assessment amount for each District is to be calculated using the following formula:

$$\text{Assessment} = \frac{\text{Project Trip} \times \text{Trip Length} \times \text{District TDP Cost}}{\text{Generation Factor} \times \text{District TDP Trips}} \times 1.31 \times 2.$$

Project Trip Generation is the number of p.m. peak hour vehicle trips generated by the proposed development, using generation rates adopted by the County Commission, based primarily on the latest edition of Trip Generation from the Institute of Transportation Engineers.

Trip Length Factor is a factor intended to account for the differences in trip lengths among categories of land use. The factor is based on data showing that, generally, the average Home Based work trip is 50% longer than the average for other trip purposes. Therefore, based on the relative proportion of Home Based Work trips for each major type of land use, a discount factor has been introduced to account for the expected shorter trip lengths.

District TDP Cost is the projected cost of the projects in the adopted TDP, which are wholly or partially within the District. For projects which cross District lines, costs are pro rated among the affected Districts. Costs will include the one-time capital costs and the multi-year operational costs displayed in the TDP. Transit industry standards, supported by experience in Broward County, indicate that a three-year period is required to establish a steady ridership pattern for new service. Therefore, three years of operational costs will be included in the TDP for new or enhanced service. After three years, enhancements will be considered as existing service and will no longer be included in the assessment calculation.

Some projects in the TDP cannot be accurately quantified as to their benefits, in terms of ridership. These projects will be excluded from the cost calculation, and are not part of the concurrency assessment.

In addition, the County Commission may exempt from this calculation certain types of transit improvements which, because of high cost, would make the concurrency assessment unreasonable, in terms of its impact on development costs. This exemption would be detailed in the Broward County Land Development Code.

District TDP Trips is the projected increase in daily transit trips that will result from the TDP improvements in a particular District. As with costs, the increase in trips from a project will be pro-rated among districts as appropriate. Projects deleted from the cost calculations, for either of the reasons cited above, will also be deleted from the trips calculations.

Conversion from Person-Trips to Vehicle Trips: Because the cost per trip ratio is based on transit trips, this ratio is expressed in person trips. However, the trip generation rates are expressed in vehicle trips. The cost per trip ratio is converted to vehicle trips by using the vehicle occupancy ratio of 1.31, which is from the Southeast Florida Regional Travel Characteristics Study (October, 2000), prepared by Carr Smith Corradino for Florida Department of Transportation, Districts IV and VI, Miami Dade MPO, Broward County MPO, and Palm Beach County MPO..

Elimination of Double-Counting of Trips: Because the trip generation rates produce trip-ends, and each trip is (theoretically) assessed at both ends, the total number of trips generated by a proposed development should be divided by two, to avoid double-counting of trips in the assessment calculation. This continues a practice that has been followed in Broward County since the inception of transportation concurrency in 1989.

Credit for Transit Oriented Development

The Broward County Transportation Element mandates that the County Commission shall adopt land development regulations which provide for credits against the Transit Concurrency Assessment for approved site plans which contain features

intended to significantly encourage transit usage.

**Waivers**

Cooper City, with the Broward County Commission, may adopt land development regulations which provide for a waiver of the Transit 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.

Cooper City may adopt land development regulations which provide for a waiver of the Transit Concurrency Assessment for a class of development on property within the municipality, provided that all such waived Assessments are paid to Broward County by Cooper City, or by a source designated by the Cooper city.

Examples of the health and safety waiver category include police stations, fire/EMS facilities, public hospitals and clinics. General purpose government facilities, such as libraries and offices, would not be covered under this policy.

Using UPRD's Permit Monitoring database, Broward County staff estimates that there were 9 public projects during calendar year 2003 that would have qualified under the health and safety criteria of proposed Broward County **Policy 3.4.9**. These included police facilities, fire stations and hospitals.

**Assessment Revenues**

The revenues from the Transit Concurrency Assessments shall be used solely to fund the enhancements within the TDP 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 Broward County Policy 3.4.9.; and/or
- (2) to fund costs of administering the concurrency management system and developing the TDP.

**Comments:**

Revenues will not be earmarked for specific TDP projects, but will be placed in a fund to be used for the entire District. For enhancements that cross District boundaries, the project costs will be pro rated among the affected Districts.

This Policy would be used only in the Southwest District.

Concurrency Finding at Plat Stage

Prior to the approval of any application for a plat, an amendment to the restrictive note on the plat, the placement of a restrictive note on the plat, or a new finding of adequacy for a plat, for property within a Transit Oriented Concurrency District, the County 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 in excess of 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 22 percent over the previous year.

C. Transportation and Population Characteristics.

1. **Auto availability and vehicle occupancy rates.** Complete data that would provide information regarding current commuting patterns and vehicle ownership from the 2000 census is in Table 2-5. According to the 2000 Census, there were 9,086 owner and renter occupied housing units in Cooper City. Table 2.5 shows auto availability for Broward County and Cooper City as of 2000. It demonstrates that the majority of households have 1 or 2 vehicles. Historically, with the limited amount of mass transit service, the majority of trips generated by the increase in population will be accomplished with personal vehicles. However, the city now enjoys 70% transit coverage. TOC will further the goal of increasing mass transit usage.

<b>Table 2-5 Vehicles Available for Occupied Housing Units (2000)</b>						
<b>Jurisdiction</b>	<b>0 Vehicles</b>	<b>1 Vehicle</b>	<b>2 Vehicles</b>	<b>3 Vehicles</b>	<b>4 Vehicles</b>	<b>5 or more Vehicles</b>
Broward County	9.4 %	43.7%	36.5 %	8.2%	1.7 %	.5%
Cooper City	2.4%	22.6%	54.1%	17.0%	3.1%	.8%

Source: U.S. Bureau of the Census, 2000

D. Environmental Issues. The U.S. Environmental Protection Agency (EPA) previously designated Broward County as a moderate ozone nonattainment area; however, the area now is classified as an attainment area. **Policy 2.3.1** provides that Cooper City

will continue intergovernmental coordination efforts to reduce automobile use and increase transit use in order to maintain air quality attainment status.

**III. ANALYSIS REQUIREMENTS**

Rule 9J-5.019(3), F.A.C. requires that the Transportation Element be based upon the following analysis: land use and transportation system interaction; existing and projected transportation system level of service and system needs, including existing and projected intermodal needs; maintaining the adopted transportation level of service standards; consistency between the future land use and transportation elements, and consistency with other transportation plans; and promotion and support of public transportation system in designated public transportation corridors.

A. Land use and transportation system interactions.

1. **Growth trends and travel patterns.**

Cooper City experienced rapid population growth during the 1980's and early 1990's. Population projections for the City based on the Year 2000 corporate limits indicate a much slower but steady rate of growth through 2030. However, numerous unincorporated areas adjacent to the municipal boundaries have been annexed since 2002. Annexation of these areas could result in a substantial population increase during the next decade. Given the limited amount of County transit service in the City, it is likely that the vast majority of the increase in traffic resulting from population increases will be via vehicle trips.

Travel patterns can be documented through origin-destination studies. The most current origin-destination study was completed in December 1996, for the FDOT. Table 2-6 shows internal/external trip rates by purposes of home-based work (HBW), home-based shopping (HBS), home based-social recreation (HBR), home-based other (HBO), and non-home based (NHB).

<b>Table 2-6 Internal/External Trip Rate by Purpose</b>
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**COOPER CITY COMPREHENSIVE PLAN**

Unit Type	Trip Type	Trip Purpose					Total trips
		HBW	HBS	HBR	HBO	NHB	
Single Family	Internal	1.24	0.86	0.45	1.55	2.14	6.25
	Int/Ext	0.33	0.02	0.02	0.04	0.18	0.59
	Total	1.57	0.87	0.48	1.60	2.32	6.83
Multi Family	Internal	0.55	0.94	0.47	1.24	0.53	4.74
	Int/Ext	0.13	0.03	0.04	0.07	0.14	0.41
	Total	0.68	0.97	0.52	1.31	1.67	5.15
All units	Internal	0.83	0.77	0.39	1.06	1.66	4.81
	Int/Ext	0.21	0.02	0.03	0.05	0.14	0.45
	Total	1.04	0.79	0.42	1.21	1.80	5.26

Source: Broward Travel Characteristics Study: Final Report, Table 11, Walter H. Keller, Inc. (Dec. 1996).

2. **Availability of transportation facilities and service to serve existing land use.** Roadways, public transit, bikeways, and pedestrian ways are all transportation modes that comprise an extensive network of connections to serve existing land uses. Some transportation modes, such as waterways, railways and the recreational traffic network, have limited connections and do not serve the primary function of serving or providing access to existing land uses. Other transportation modes, such as airports and intermodal facilities, are in essence transportation hubs serving regions. This section addresses availability of the roadway, public transit, bikeways, and pedestrian ways networks that serve existing land uses.

a. *Roadway network.* The local roadway system provides primary access to existing and proposed land uses. All proposed developments are reviewed during the development review process to ensure that safe and adequate access is available to serve the proposed land use. Direct access to residential uses is generally provided via the local roadway network. Collector and arterial roadways provide access to more intensive land uses such as shopping centers, hospitals and other large developments.

b. *Public transit network.* The level of service standard adopted by Broward County for public transit is to maintain a 70 percent peak-hour functional area coverage for residential and employment location. Functional area coverage is an access standard and a residential or employment area is considered to be accessible if it is within ¼ mile of a fixed bus route. Broward County presently maintains its peak-hour LOS standard of 60 percent functional area coverage for the residential population on a system wide basis.

Cooper City is located in the southwest portion of Broward County and the established development patterns have resulted in a low density residential community with support facilities. These are no regional employment or retail centers within the City limits. Transit coverage within Cooper City has expanded within recent years. Also, due to the annexation of Waldrep Dairy (Monterra), the City now abuts University Drive on its eastern border. Exhibit 2-4 depicts the transit available within the City. The current transit coverage within the City is 70%.

The City continues to work with BCt for additional transit for Griffin Road, Sheridan Street and Flamingo Road.

Although Broward County has no public transit concurrency deficiencies, there is a need, at the minimum, for maintaining the existing LOS standard and improve service in areas like Cooper City. The City continues to coordinate with the MPO and BCt to expand and enhance transit service in Cooper City.

- B. Existing transportation system level of service and system needs. Rule 9J-5.019(3)(a), FAC, requires the analysis of the existing transportation levels of service (LOS) and system needs be based on the following data: existing design and operating capacities; most recent estimates for average daily and peak hour vehicle trips; existing modal split and vehicle occupancy rates; existing public transit facilities; population characteristics; and the existing characteristics of the major trip generators and attractors within the community.
  
- C. Projected transportation system levels of service and system needs. Rule 9J-5.019(3)(f), FAC, requires an analysis on the projected transportation LOS and system needs based on the future land uses shown on the future land use map. Rule 9-J-5.019(3)(e), FAC, requires an analysis of projected intermodal needs. This section addresses the above requirements.

1. **Roadway network.** The MPO publishes an annual traffic count report. The report published in April of 2007 contains data for the previous year. Excerpts from this data base are provided in Appendix 2C and are depicted on Exhibit 2-9. The MPO's roadway network databases associated with the long-term planning horizon (2030) is provided in Appendix 2E and Exhibit 2-11. The short term planning horizon (2015) is reflected in Appendix 2-D and Exhibit 2-10. Consistent with the intergovernmental planning efforts related to preparation of the TE, the volumes included in the Appendices are based on the Broward County Land Use Plan. The Cooper City Land Use Plan is consistent with the county plan; therefore, the data accurately reflects future land uses in Cooper City.

As noted previously in the Element, the City is adopting Transit Oriented Concurrency for the area east of Flamingo Road. This is consistent with the program adopted and currently in place for Broward County. All transportation impacts from future development will be mitigated through this program. For the limited part of the City west of Flamingo Road, transportation mitigation will continue to occur through the existing program.

The current Broward County Transportation Improvement Program (FY 2006/07 – FY 2010/11) identifies a number of funded and unfunded improvements that would eliminate most of the deficiencies in the roadway network and they are identified in Table 2-7.

<b>Table2-7 Broward County Metropolitan Planning Organization Transportation Improvement Program</b>			
<b>Project</b>	<b>Description of Limits</b>	<b>Type of Work</b>	<b>Tentative Schedule</b>
Sheridan Street	University Dr. to west of Pine Island Rd	Add 2L (6LD)	08-09
SW 100 Ave (Palm Ave)	Griffin Rd to Stirling Rd	Add 2L (4LD)	06-07
Source: Broward County MPO Transportation Improvement Program 2006/07 to 2010/11			

Cooper City will continue to coordinate with Broward County and provide input in the setting of transportation priorities to ensure that all roadway improvements required to provide an acceptable level of service receive funding.

2. **Broward County public transit network.** Public transit network needs can be divided into two (2) categories: concurrency associated needs and non-concurrency needs. Broward County has identified 12 new routes to maintain the adopted level of service. The estimated capital cost associated with these new routes is over \$64 million. One proposed improvement is the extension of Route 12 along Sheridan Street past University Drive to S.W. 172<sup>nd</sup> Avenue. This improvement would help to correct the level of service deficiency projected along Sheridan Street by making transit service more convenient to Cooper City and area residents and employees. There are also improvements planned for Flamingo Road. Cooper City will continue to coordinate with the MPO and BCt to expand transit service in the city in an effort to improve transit and roadway levels of service.

3. **Bikeways/Pedestrian network.** The City will continue to implement land development regulations requiring right-of-way dedications along Broward County Trafficways Plan corridors that are sufficient to accommodate bikeway and pedestrian facilities. The land development regulations also require construction of sidewalks associated with new development. Through these measures, the City has adequate procedures in place to continue improving the bikeway and pedestrian way network to serve future residents and land uses.

D. Maintaining the adopted level of service standards. The City, in coordination with Broward County and FDOT, implements a number of programs to maintain the adopted transportation levels of service and improve existing deficiencies as described below. The City will utilize input from community meetings citizen groups, neighborhood associations and any citizen surveys for guidance in choosing future improvements or modifications to these programs in order to improve mobility in the community.

1. **Concurrency Management System (CMS).** The CMS which is included in the City’s land development code mandates that development orders and permits

cannot be issued unless the necessary facilities and services are available concurrent with the impacts of development. **Policies 2.4.1.** and **2.4.2.** specifically address the CMS. Cooper City uses LOS standard “D” for the purpose of issuing development permits for all affected road segments. The Growth Management Department, which coordinates the development review process, manages the CMS in a manner that assures development orders or permits are not issued unless roadway facilities are available concurrent with the impacts of development or impacts are mitigated.

2. **Transportation System Management (TSM).** TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, access management, intersection improvements and other actions that increase the operating efficiency of the existing system. **Policy 2.3.1** addresses TSM issues. The City, in conjunction with Broward County, utilized the platting process to implement TSM techniques such as access management and non-concurrency roadway improvements. Through the platting process, new developments are required to construct turn lanes for site access and at intersections, In addition, FDOT and Broward County access management standards regarding driveway spacing and joint access are implemented through the platting process.

3. **Transportation Demand Management (TDM).** TDM means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM strategies will be evaluated consistent with **Policy 2.3.1**

4. **Community Shuttle Service.** The City continues its commitment to providing the community shuttle service in conjunction with BCt. The shuttle currently operates Monday through Saturday with 45 minute headways. The BCt and system currently serves 70% of the land area in the City. Presently, the shuttle connects to three BCt routes, routes 2, 16 and 23, as well as the Davie Community Bus System. The City is currently evaluating the system to identify modifications to the service that will improve ridership and mobility within the City. The City will analyze system operating characteristics, shuttle routes and connections to BCt and Town of Davie transit. This service not only meets the transportation needs of the residents but also helps to maintain the adopted levels of service and can improve existing deficiencies by eliminating vehicular trips from the roadway network.

E. Consistency between the future land use element and transportation system and with other plans. This section addresses Rule 9J-5.019(3)(d), FAC, which requires an analysis of the compatibility/consistency of the future land use and transportation elements; Rule 9J-5.019(3)(g), FAC, which requires an analysis that considers the compatibility/consistency of

the Transportation Element with the policies and guidelines of other transportation plans; and Rule 9J-5.019(3)(h) and (i), FAC, which requires an analysis of compatibility/consistency with other elements of the Comprehensive Plan.

**1. Cooper City and Broward County Future Land Use Plans.**

The Broward County Planning Council is responsible for preparing a countywide land use plan for adoption by the Board of County Commissioners. All local land use elements and map amendments must be consistent with the Broward County Land Use Plan. Through certification of future land use elements subsequent to a DCA determination of compliance, consistency between future land use elements and the transportation system are assured.

The Broward County Planning Council maintains and implements the Trafficways Plan, a right-of-way reservation map. To accommodate the impacts of new development, right-of-way is required from developing parcels to provide for an adequate regional roadway network. A dedication for at least half of the roadway width of any adjoining corridor on the Trafficways Plan must be dedicated during the platting process.

The TE includes several policies pertaining to the CMS, including **Policies 2.4.1**, and **2.4.2**. The TE further includes a policy which considers the impact land use has on the transportation system (See **Policy 2.4.8**) and the impact the transportation system has on land use (See **Policy 2.4.12**). And through **Objective 2.6** and related implementing policies, future rights-of-way are identified and protected. Through these policies, consistency between the TE and Broward County Land Use Plan is assured.

**2. Florida Department of Transportation's Adopted Work Program.** Priorities in the 5-year Adopted Work Program are determined by the MPO and are the direct result of the long range planning process. Projects on a priority list submitted to FDOT for inclusion in the Work Program must appear in the Long Range Plan. The Long Range Plan, in turn, is formulated with the goals and objectives consistent with the Transportation Element and ISTEA's 15 suggested planning factors. The Work Program, once adopted, forms the basis of the TIP.

**3. Transportation Improvement Program (TIP).** The TIP is a comprehensive listing of transportation projects in Broward County scheduled for funding in the next five years. It represents the cooperative integration of plans by municipalities, the FDOT, the MPO and implementing agencies. Projects are initially identified as part of the Long Range Planning Process. This is a prerequisite for inclusion on an MPO priority list. Priority Lists are then submitted to FDOT. Each year in the Annual Work Program, FDOT funds the priorities identified by the MPO to the extent possible. The Annual Work Program in turn forms the state and federal component of the TIP. The priority list is then updated to reflect these

funding actions and a new list is submitted each year to FDOT. The TIP is coordinated with the TE indirectly through the CIE.

4. **Consistency among transportation improvement plans.** Consistency between municipal transportation plans and the TE is indirectly addressed through the Broward County CIE, which includes a section on joint transportation projects and the Cooper City CIE.

F. Promoting and supporting public transit in designated public transportation corridors. Subsection 163.3177(6)(j)8, FS, requires the Transportation Element to address the identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors to encourage population densities sufficient to support such systems. At this time, there are no designated public transportation corridors in Cooper City or Broward County. The City will continue to coordinate with the appropriate state, regional, county and local entities to identify an appropriate public transportation corridor. Amendments to the Transportation Element, Land Use Element and the land development regulations identify land use densities and intensities will be made following the designation of a public transportation corridor.

#### **IV. IMPLEMENTATION**

A. Authority. Planning for the City roadway network is primarily the responsibility of the Engineering Department, the Public Works Department, and the Growth Management Department. The City planning efforts are coordinated closely with Broward County MPO. The MPO is a policy board of local, elected officials, established under the federal requirements of 23 U.S.C. 134 for the utilization of federal transportation funds in the urbanized area of Broward County. The duties of the MPO include the development of a comprehensive transportation plan which includes consideration of long-range goals and transportation system management measures, an annual unified planning work program, and an annually updated, five-year transportation improvement program pursuant to Section 339.175 Florida Statutes. The Transportation Planning Division of the Broward County Department of Strategic Planning and Growth Management is the technical staff to the MPO and it's subcommittees. Transportation planning and implementation in Cooper City is shared with several state county, and municipal agencies listed below.

1. Broward County Mass Transit Division
2. Transportation Planning Division (MPO)
3. Development Management Division
4. Traffic Engineering Division
5. Engineering Division
6. Technical Coordinating Committee (MPO)

B. Programs and funding. Funding sources for different modes of transportation vary. The following subsections summarize the programs and funding sources:

1. **Transportation Improvement Program (TIP).** The TIP is adopted annually by the Broward County MPO and includes countywide transportation-related projects which are state and federally funded. The TIP contains projects proposed for initiation in the five years following adoption and corresponds with the state fiscal year, which begins on July 1<sup>st</sup> and ends on June 30<sup>th</sup>. Funding sources for the various projects also are included in the TIP.
  
2. **Cooper City Capital Improvements Element (CIE).** The CIE of the Cooper City Comprehensive Plan is adopted annually by the Cooper City Commission and includes transportation-related projects for which the city has responsibility. The CIE contains projects proposed for initiation in the five years following adoption and corresponds with the city's fiscal year. Funding sources for the various projects such as gas tax revenues and road and bridge funds are included in the CIE.
  
3. **Broward County Capital Improvements Element (CIE).** The Broward County CIE is adopted annually by Broward County Board of County Commissions and includes transportation-related projects for which the county has responsibility. The CIE contains projects proposed for initiation in the five years following adoption and corresponds with the county's fiscal year. Funding sources for the various projects also are included in the CIE.

## V. GOALS, OBJECTIVES AND POLICIES

**Goal 2.0.** Provide, in coordination with other service providers, a safe, convenient and efficient multi-modal transportation system to meet the needs of the current and future residents of the City in a manner that also promotes orderly growth and development and a sustainable environment. **9J-5.019(4)(a)**

**Objective 2.1.** Cooper City shall continue to take action at the local level and participate in cooperative intergovernmental plans and programs that will improve safety. 9J-5.019(4)(b)1.

Policy 2.1.1. Cooper City shall provide a safe roadway network and reduce vehicle crashes through implementation of the following:

1. The Growth Management Department shall continue to implement land development regulations that control the connections of driveways and roads to adjacent roadways as prescribed by either the Florida Department of Transportation (FDOT) Highway Access Manual, the Broward County Land Development Code or City requirements. 9J-5/019(4)(c)2.; BC2.05.00; BC 2.05.01
2. The Engineering Department shall evaluate the need for traffic calming techniques, where appropriate.
3. The City shall continue to implement the safe driver program for employees.
4. The Growth Management Department shall continue to maintain land development regulations governing on-site traffic flow, parking, and signage for motorized and nonmotorized vehicles in order to maintain safe and convenient traffic circulation. 9J-05.019(4)(c)15.; BC 2.05.00; BC 2.05.02
5. The City shall continue to monitor high accident-frequency locations and coordinate with those agencies with maintenance responsibility to identify improvements to increase safety.
6. Support legislation that would establish and fund a statewide roadway safety database.
7. The Growth Management Department shall continue to implement land development regulations that require new developments to construct sidewalks.
8. Continue to implement the City's signing and marking program to enhance traffic control devices at intersections.
9. The City shall coordinate with Broward County to implement a 25 mph speed limit on all local neighborhood streets consistent with "Keep Kids Alive Drive 25" program.
10. Cooper City shall work with appropriate entities to improve debris removal from roadways.

Policy 2.1.2. Coordinate with Broward County to provide a safe bikeways and pedestrian ways network that reduces the injury rate through the following:

1. The Growth Management Department shall continue to implement land development regulations requiring sidewalks for new development and redevelopment and bicycle racks in nonresidential developments. **9J-5.019(4)(c)5.**
2. The City shall work with Broward County Bicycle Coordinator to identify high frequency bicycle and pedestrian crash locations, to develop strategies for improving the safety of those location, to adopt and implement those safety strategies, and to monitor those locations.

**Objective 2.2.** Cooper City shall continue to take action at the local level and participate in cooperative intergovernmental plans and programs that will increase the availability, efficiency and convenience of transportation facilities including public transportation. 9J-5.019(4)(b)1.;  
9J-5.019(4)(b)(4)

Policy 2.2.1. Cooper City shall continue to assure that all new development has safe and adequate direct access to roadways.

Policy 2.2.2. Cooper City shall coordinate with Broward County to improve public transit service in the City.

Policy 2.2.3. Continue to provide for a hierarchy of roadways with local roads serving as the access roads to residential property.

Policy 2.2.4. Increase the number of facilities that will allow for an expansion of the use of bicycles.

Policy 2.2.5. Coordinate with Broward County to adjust local and regional bus and shuttle service to better meet the transit needs of residents, employees and shoppers in Cooper City.

Policy 2.2.6. Continue to coordinate with BCt to meet the bus stop needs of City residents and visitors including adequate provisions for disabled transit riders.

Policy 2.2.7. Coordinate with Broward County to examine and implement ways to make the transit system more accessible to the City’s elderly and transportation disadvantaged population.

Policy 2.2.8. Cooper City shall continue to support intergovernmental plans and programs to provide a convenient bikeway and pedestrian network that reduces the missing linkages by 25 percent system wide through the following:

1. The City shall continue to maintain and improve the bikeways level of coverage and the missing pedestrian facilities by supporting inclusion of

bikeways and pedestrianways in State and County road construction projects and through greenways.

2. The City shall continue to require bicycle facilities at non residential developments.
3. The City shall work with the County Bicycle Coordinator and the Pedestrian Coordinator in developing municipal bikeways and pedestrianways that are coordinated with the County bikeway and pedestrianways networks.

Policy 2.2.9. Cooper City shall provide a convenient recreational transportation network through implementation of, but not limited to, the following:

1. The Parks and Recreation Division and the Public Works Department shall incorporate bikeways, sidewalks and equestrian paths where financially feasible.
2. The Parks and Recreation Division and the Public Works Department shall work with appropriate entities including the Town of Davie and the Town of Southwest Ranches to plan for and develop a recreation transportation system that includes provision of equestrian facilities where appropriate.

Policy 2.2.10. Cooper City shall continue to coordinate with FDOT, MPO and BCt regarding the provision of convenient intermodal terminals and improved access to intermodal facilities. 9J-5.019(4)(c)14.

Policy 2.2.11. Continue to utilize the City and Broward County plat approval process as a means to acquire right-of-way for existing and future public transit improvements.  
9J-5.019(4)(c)16.

Policy 2.2.12. Coordinate with Broward County and other municipalities to jointly develop a Broward County Recreational Traffic Plan (BCRTP) to link together, to the extent feasible, greenways, blueways, and equestrian trails.

Policy 2.2.13. Cooper City will work with BCt, FDOT, TCC and other affected municipalities to identify designated public transportation corridors and develop transit-oriented development standards for the purpose of implementing an overlay zoning district to promote public transit along the designated corridor. 9J-5.019(4)(c)9; 9J-5.019(4)(c)12.

**Objective 2.3.** Cooper City shall continue to participate in cooperative intergovernmental plans and programs that will improve energy efficiency of the transportation system. 9J-5.019(4)(b).1.

Policy 2.3.1. Cooper City, in conjunction with Broward County, shall provide for an energy efficient roadway network through the following:

1. Support Broward County's installation and maintenance of a fully computerized signal system throughout the County.
2. Support federal legislation providing for construction of energy efficient and environmentally benign vehicles.
3. Evaluate the use of alternative fuel sources in City-operated vehicles if such sources are more energy efficient and environmentally sound than use of gasoline.
4. The Engineering and Public Works Departments, in conjunction with other entities, shall improve the efficiency of the existing transportation system by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersections improvements, and access management. 9J-5.019(4)(c)7.
5. By 2004, the City shall evaluate and implement appropriate TDM strategies. 9J-5.019(4)(c)6.
6. Evaluation of local preferences obtained from citizen surveys, neighborhood groups, community meetings, etc.
7. Support Broward County's installation and maintenance of generators and transfer switches to power traffic signals during power outages.

Policy 2.3.2. Cooper City shall participate with Broward County and other municipalities in the development of a recreational transportation network plan to improve energy efficiency in the region.

Policy 2.3.3. Provide for improvements to the bikeway and pedestrianway network to increase use of these on facilities as an alternate mode of transportation.

**Objective 2.4.** Cooper City shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and the future land use maps to ensure that transportation modes and services meet the transportation needs resulting from existing and future residents and land use patterns. 9J-5.019(4)(b)2.; BC 12.00.00

**Policy 2.4.1.1** The City shall be divided into two Concurrency Districts. Each District shall be one of the following types:

1. A Transit Oriented Concurrency District 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 areawide level of service standard shall be established for this District, for the purpose of issuing development orders and permits, based on the quality of transit services within this District lying east of Flamingo Road.
2. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual for this District lying west of Flamingo Road.

**Policy 2.4.1.2** The concurrency management system shall establish the following transportation level of service (LOS) standards:

1. Within the Transit Oriented Concurrency District, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2009:
  - a. South Central District - Achieve headways of 30 minutes or less on 80% of routes, establish at least one neighborhood transit center, establish at least one additional community bus route, and expand coverage area to 48 percent.
  - b. Increase number of bus stop shelters by 30 percent, maintain the maximum service volumes on arterial roadways within the District, as displayed below:

**Peak Hour Two Way Maximum Service Volumes\***

Two-lane arterials	2,555
Four-lane arterials	5,442
Six-lane arterials	8,190
Eight-lane arterials	10,605

\*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 Service D, for all other Districts.

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

2. Within the Standard Concurrency Districts, the transportation LOS standards for the purpose of issuing development orders and permits are the generalized two-way peak-hour LOS D standard volumes depicted on Table 2-4, Level of Service Manual, Florida Department of Transportation (2002).

**Policy 2.4.1.3.** The transportation LOS standards for transportation planning are:

1. For facilities within the Strategic Intermodal System (SIS), inclusive of the Florida Intrastate Highway System (FIHS), the Generalized Peak Hour Two Way Level of Service Standard, established by the Florida Department of Transportation, is as follows:

<b>SIS / FIHS Roadway</b>	<b>Roadway Segment</b>	<b>LOS Standard</b>
Florida Turnpike & Homestead Extension	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County line to Palm Beach County line	E
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to SW 10 Street	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	B
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	B

2. For facilities not within the SIS/FIHS, the LOS standard shall be the generalized two-way peak-hour LOS E standard volumes depicted on Table 2-4, Level of Service Manual, Florida Department of Transportation.
3. When LOS standards are developed for SIS connectors, the City will evaluate adoption of these standards.
4. To assist in maintaining SIS level of service standards in the future, the City shall also consider strategies such as improvements to or the creation of parallel facilities, encouraging use of alternate modes of travel, and supporting travel demand management techniques.
5. Recognizing the growing need for regional connectivity, the City of Cooper City will coordinate with Broward County, FDOT, MPO, SFRTA (South Florida Regional Transportation Authority) and other appropriate municipalities and governmental agencies in implementing strategies to maintain level of service standards on the SIS/FIHS (Florida Interstate Highway System), including strategies to facilitate local traffic to use alternatives to the SIS/FIHS as a mean of protecting its interregional and intrastate functions and improve mobility.

**Policy 2.4.1.4.** Based on recommendations by the MPO, the Broward County Commission shall adopt a five-year County Transit Program (CTP) that is projected to achieve the level of service standards for each District listed in Policy 2.4.1.2. The County Commission shall ensure that the CTP is a financially feasible plan. The CTP shall be updated annually. Any change in the level of service standards requires an amendment to the Transportation Element of the Broward County and Cooper City Comprehensive Plans.

**Policy 2.4.1.5** Prior to application for a building permit the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City will not accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from this requirement categories of building permits that clearly do not create additional transportation impacts.

**Policy 2.4.1.6.** 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 that was approved by the County Commission on or after March 20, 1979; 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 a transit oriented

- concurrency district; and the applicant has paid to Broward County a Transit Concurrency Assessment, as described in Policy 2.4.1.7, for the development proposed in the building permit application.
5. If the building permit application is for property within a transit oriented concurrency 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 Transit Oriented Concurrency 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 a Standard Concurrency District; and the application is for property within a recorded plat that was approved by the County Commission; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with Policy 2.4.3, 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 a 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 City is not requiring platting or replatting with regard to this building permit application. Broward County may require written evidence from the City that platting or replatting is not required.
  9. If the building permit application is for development that promotes public transportation, which means development that directly affects the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.
  10. Policies 2.4.1.6.5 and 2.4.1.6.6 may be modified, so that if a building permit application with the City is for property within a transit-oriented concurrency district, and said property is unplatted 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.

**Policy 2.4.1.7.** The Transit 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 District that represents the cost per trip of all the TDP enhancements in 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 2.4.1.8.** The Broward County Commission shall adopt land development regulations which provide for credits against the Transit Concurrency Assessment for approved site plans which contain features intended to significantly encourage transit usage.

**Policy 2.4.1.9** The Broward County Commission may adopt land development regulations which provide for a waiver of the Transit 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 2.4.1.10** The City may adopt land development regulations which provide for a waiver of the Transit Concurrency Assessment for a class of development on property within Cooper City, provided that all such waived Assessments are paid to Broward County by the City, or by a source designated by the City.

**Policy 2.4.1.11.** The revenues from the Transit Concurrency Assessments shall be used solely to fund the enhancements within the CTP 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 2.4.1.9.; and/or
2. to fund costs of administering the concurrency management system and developing the CTP.

**Policy 2.4.1.12.** 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 a Transit Oriented Concurrency District, the County 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 in excess of 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 2 2 percent over the previous year.

**Policy 2.4.1.13.** A building permit application that is subject to a Transit Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or the City.

**Policy 2.4.1.14.** Broward County, in coordination with the FDOT and the City, shall conduct a study on constrained roadway facilities. The study, which shall identify constrained facilities, propose adequate LOS standards for those identified constrained facilities, and recommend appropriate actions to improve mobility on the constrained roadways, shall be completed by December 2011. The study findings shall be implemented through a Transportation Element amendment.

**Policy 2.4.1.15.** The City and Broward County 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 2.4.2. The concurrency management system shall provide that for the purpose of issuing development orders and permits, the following roadway LOS “D” standards exemptions shall apply only to Standard Concurrency Districts:

1. 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 Cooper City. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.
2. The proposed development has a de minimis impact, which is an impact that would not affect more than 1 percent of the maximum volume at the adopted LOS of the affected transportation facility. No impact will be de minimis if it would exceed 110 percent of the sum of existing volumes and the projected volumes from approved projects on a transportation facility; provided however, that an impact of a single family home or duplex on a parcel of record prior to May 30, 1990, will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no

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impact will be de minimis if it would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

3. Developments that promote public transportation, which means developments that directly affect the provisions of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.
4. Urban redevelopment projects, as defined and described in Section 163.3164(29), F.S. and Rule 9J-5, F.A.C.
5. A development permit issued in accordance with and as authorized by an approved Development of Regional Impact (DRI) 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 concurrency.
6. A development permit issued in accordance with and as authorized by an approved Florida Quality Development (FQD) development order which order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for concurrency.

Policy 2.4.3. Within the Standard Concurrency District, the concurrency management system shall provide that a development order or permit be issued 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 consists of all property within the impact distance of the boundary of the proposed development site, where the impact distance is defined below:

<u>Proposed Use:</u>	<u>Impact Distance (miles):</u>
Church	1
Commercial, less than 200,000 square feet GFA	1
Commercial, between 200,000 & 1 million square feet GFA	2

Commercial, greater than 1 million square feet GFA	3
Commercial recreation	1
Community Facility	1
Day Care	1
Hotel	1
Industrial / Warehouse	2
Office	2
Park (local)	1
Park (regional)	2
Regional Cultural/Tourism Facility	3
Residential	1.5
School	1

Proposed developments with mixed use will be assigned the impact distance from the above table that is closest to the weighted average of impact distances of the individual uses in the proposed development, with the weights based on trips generated. Traffic studies submitted by an applicant shall be considered in reaching this determination.

2. The proposed development places trips on, or creates overcapacity links within the impact area, but one of the following conditions applies:
  - a. There is an approved action plan to accommodate the traffic impact of the development; or
  - b. The necessary improvements to provide the applicable level of service are either under construction or are the subject of a executed contract for the immediate implementation of the improvements at the time the permit is issued; or
  - c. The necessary improvements to provide the applicable

- level of service have been included in the first two (2) years of the adopted municipal, state or county 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.; or
- d. The necessary improvements for the applicable LOS are provided for in an enforceable development agreement and will be available prior to certificates of occupancy that require those facilities. An enforceable development agreement may include, but is not limited to, development agreements pursuant to section 163.3220, Florida Statutes; or
  - e. The development permit will be issued in accordance with, and as authorized by, an approved Florida Quality Development (FQD) or Development of Regional Impact (DRI) 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 concurrency; or
  - f. 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 Broward County Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made; or
  - g. The proposed development meets all of the de minimis criteria; or
  - h. The proposed development would promote public transportation. Specifically, the proposed development is either:
    - a. a public transit capital facility, including transit terminals, lines, shelters and stations; or
    - b. an office building or office project that includes

fixed-rail or transit terminals as part of the building

Policy 2.4.4. Participate in intergovernmental planning efforts regarding constrained roadway facilities as they affect Cooper City and implement study findings through a Transportation Element amendment.

Policy 2.4.5. Through intergovernmental planning efforts, Cooper City shall address overcapacity roadways segments and roadway segments approaching capacity through the following actions:

1. Utilize 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 to appropriate City road improvements for road segments operating below, or projected to operate below, the adopted peak-hour LOS “D” standard.
2. Support necessary amendments to the MPO’s adopted Transportation Improvement Program (TIP) to include the programming of available federal aid and matching funds for improvements to state roads in Cooper City shown in the adopted Long Range Transportation Plan network where the LOS is projected to remain below the LOS “D” standard.
3. Support BCt route improvements that would provide regional transit service in Cooper City, improve level of service on Sheridan Street and improve mobility.
4. Conduct periodic evaluations of the Community Shuttle service and coordinate with BCt to identify improvements that would increase ridership and improve mobility.

Policy 2.4.6. Support Broward County’s program for implementation of the adopted two-way peak-hour LOS “D” standards in the TRIPS Model.

Policy 2.4.7. Cooper City shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCt to provide fixed-route transit service to at least 70 percent of all residences and employment locations county wide during the peak hour.

Policy 2.4.7.1 Cooper City shall provide that for the purpose of issuing development orders and permits, the adopted level of service for the community shuttle shall be to provide shuttle service to 50% of the land area in the City. The service area is defined as ¼ mile on either side of the route.

Policy 2.4.8. Cooper City shall coordinate land uses with the transportation system through implementation of the following:

1. Review the cumulative and individual traffic circulation impacts of land use plan amendments that propose to increase the intensity of use on the existing roadway network, the projected 5-year roadway network, and the long range roadway network. BC 12.01.04
2. The Growth Management Department shall continue to maintain and enforce a concurrency management system to assure that development orders and permits are not issued unless transportation facilities are available.
3. Residential densities in the Low (1 du/ac) to Low-Medium (10 du/ac) ranges should be located with access to existing minor arterial and collector streets.
4. Residential densities of Medium (10-16 du/ac) and Medium High (16-25 du/ac) should be located with adequate access to major and minor arterial roadways, expressways, and public transit routes.
5. Industrial uses shall be located with access to major transportation facilities.
6. Participate in the area-wide coordination necessary to implement the provisions of this Element through participation in, or membership on the South Florida Regional Planning Council, the Broward County Planning Council, the Metropolitan Planning Organization (MPO), and the MPO's Technical Coordinating Committee (TCC).  
9J-5.019(4)(c)11.

Policy 2.4.9. Cooper City shall coordinate the transportation system with land uses by planning and locating transportation facilities in a manner which minimizes the potential impacts on adjacent land uses.

Policy 2.4.10 Implement land development regulations that require adequate on-site parking for all land uses. 9J-5.019(4)(c)3.

Policy 2.4.11 Support and participate in efforts by FDOT, MPO and Broward County to reduce local traffic on the FIHS in order to protect its interregional and intrastate functions. 9J-5.019(4)(c)13.

**Objective 2.5.** Cooper City shall coordinate the transportation system with transportation plans and programs of other entities. 9J-5.019(4)(b)3.

Policy 2.5.1. Cooper City shall coordinate the Transportation Element and Capital Improvements Element with the plans and programs of the Broward County Metropolitan Planning Organization and the Florida Department of Transportation, District IV.

Policy 2.5.2. Through the Technical Coordinating Committee participate in the development review process for all applicable transportation plans, in order to ensure compatibility regarding the establishment of locally desired level of service standards.

**Objective 2.6.** Cooper City shall ensure development does not encroach upon existing rights-of-way or future rights-of-way as provided in the Broward County Trafficways Plan. 9J-5.019(4)(b)5.;BC 12.02.00

Policy 2.6.1. Cooper City shall continue its current practice of preserving existing and future transportation rights-of-way by requiring necessary land dedication through platting and site plan review and annexation approval processes in accordance with the Broward County trafficways plan and Cooper City Land Development Code. This provision shall include the consideration of motorized and non-motorized vehicle parking areas as needed. 9J-5.019(4)(c)4.; BC 12.02.03

Policy 2.6.2. In order to protect the transportation corridors identified on the Broward County Trafficways Plan, Cooper City shall not issue building permits or development orders for construction in identified rights-of-way. 9J-5.019(4)(c)4.; BC 12.02.05

**APPENDIX 2B**

**2000 Traffic Counts and Levels of Service**

<b>Roadway</b>	<b>Link</b>	<b>2000 (Peak Hour) Volume <sup>(1)</sup></b>	<b>Peak Hour <sup>(2)</sup> LOS D Capacity</b>	<b>Level of Service</b>
Griffin	W. of Flamingo	1582	3260	B
Griffin	E. of Flamingo	1427	3260	B
Griffin	E. of Palm	1262	1550	C
Griffin	E. of Pine Island	2788	1550	E
Stirling	E. of Flamingo	1873	3260	B
Stirling	E. of Hiatus	3260	3260	D
Stirling	E. of Palm	2706	3260	C
Sheridan	E. of Flamingo	2700	3260	C
Sheridan	E. of Hiatus	2465	3260	C
Sheridan	E. of Palm	3686	3260	E
Flamingo	N. of Stirling	2828	4890	B
Flamingo	S. of Stirling	3078	4890	B
Hiatus	N. of Stirling	n/a	990	
Hiatus	S. of Stirling	923	990	D
Palm	N. of Stirling	1638	1630	E
Palm	S. of Stirling	2406	3260	C
Pine Island	N. of Stirling	846	3260	B

Source: (1) Year 2000 Traffic Count Report, Broward County Metropolitan Planning Organization, April 2001.

(2) 1998 Level of Service Handbook, Florida Department of Transportation

**APPENDIX 2C**

**2006 Traffic Volumes and Levels of Service**

<b>Roadway</b>	<b>Link</b>	<b>2006 (Peak Hour) Volume</b>	<b>Peak Hour LOS D Capacity<sup>(1)</sup></b>	<b>Level of Service</b>
Griffin	W. of Flamingo	2036	3260	C
Griffin	E. of Flamingo	1900	3260	C
Griffin	E. of Palm Ave.	2450	4890	B
Griffin	E. of Pine Island	3510	4890	C
Stirling	E. of Flamingo	2032	3260	C
Stirling	E. of Hiatus	3068	3260	D
Stirling	E. of Palm	3369	3260	E
Sheridan	E. of Flamingo	2441	3260	C
Sheridan	E. of Hiatus	2731	3260	D
Sheridan	E. of Palm	2915	3260	D
Flamingo	N. of Stirling	4180	4890	D
Flamingo	S. of Stirling	3890	4890	D
Hiatus	N. of Stirling	N/A	2620	
Hiatus	S. of Stirling	1109	2620	B
Palm	N. of Stirling	1715	3260	B
Palm	S. of Stirling	1510	3260	B
Pine Island	N. of Stirling	1829	3260	C
Pine Island	S. of Stirling	1777	3260	C
University	N. of Sheridan	3940	5083	D

Source: (1) 1998 Level of Service Handbook, Florida Department of Transportation

**APPENDIX 2D**

**2015 Traffic Volumes and Levels of Service**

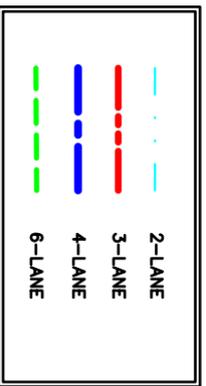
<b>Roadway</b>	<b>Link</b>	<b>2015 (Peak Hour) Volume <sup>(1)</sup></b>	<b>2015 Peak Hour Capacity <sup>(2)</sup></b>	<b>Level of Service</b>
Griffin	W. of Flamingo	2325	3260	C
Griffin	E. of Flamingo	1784	3260	B
Griffin	E. of Palm	2645	4890	B
Griffin	E. of Pine Island	4176	4890	B
Stirling	E. of Flamingo	2062	3260	B
Stirling	E. of Hiatus	3121	3260	D
Stirling	E. of Palm	2857	3260	C
Sheridan	E. of Flamingo	2810	4890	B
Sheridan	E. of Hiatus	4150	4890	B
Sheridan	E. of Palm	4369	4890	C
Flamingo	N. of Stirling	3154	4890	B
Flamingo	S. of Stirling	2963	4890	B
Hiatus	N. of Stirling	1683	2620	C
Hiatus	S. of Stirling	2255	2620	D
Palm	N. of Stirling	2892	3260	C
Palm	S. of Stirling	2595	3260	C
Pine Island	N. of Stirling	1646	3260	B

Source: (1) Broward County Comprehensive Plan, Transportation Element, 1998  
 (2) 1998 Level of Service Handbook, Florida Department of Transportation

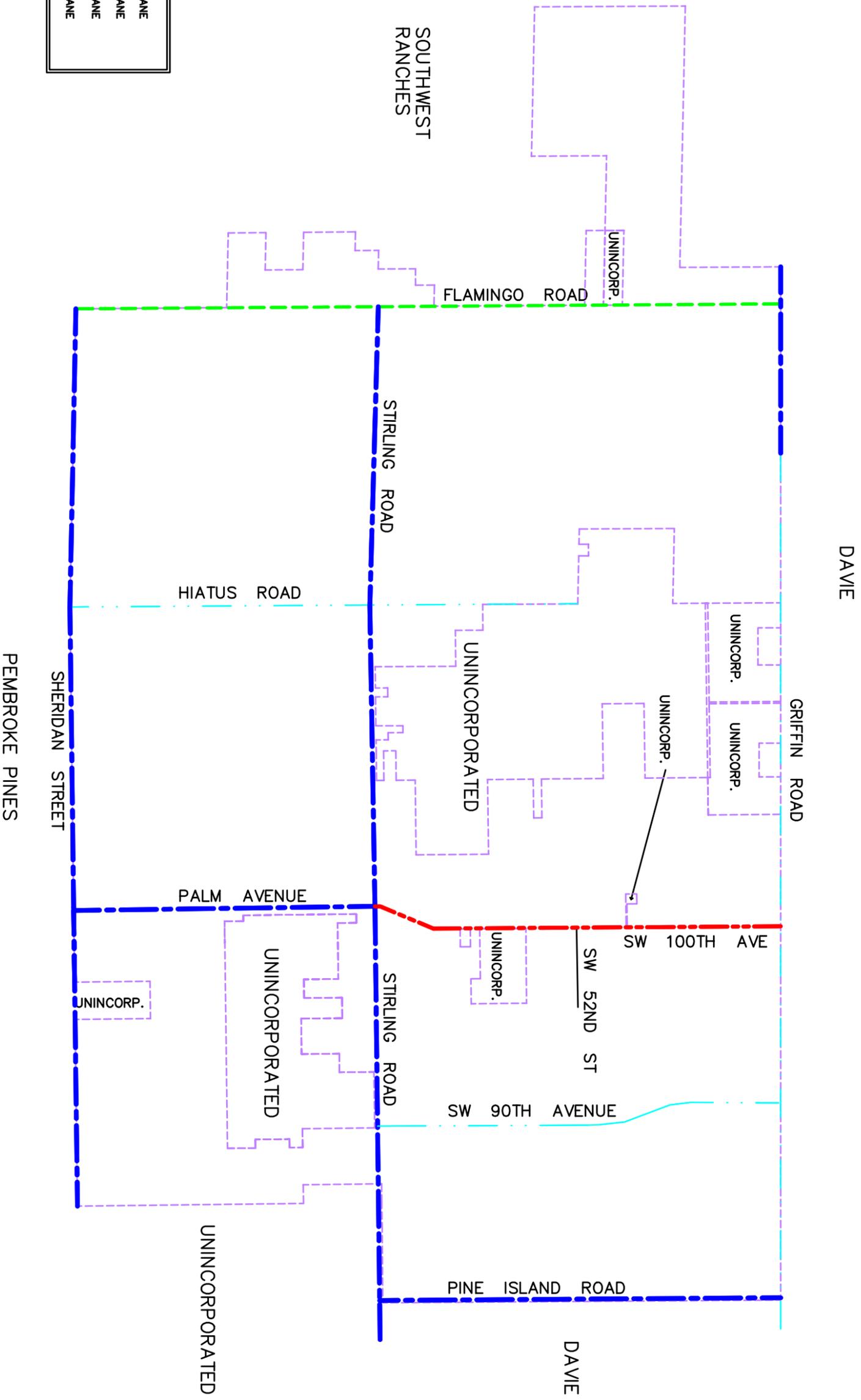
**APPENDIX 2E**

**2030 Traffic Volumes & Levels of Service**

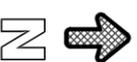
<b>Roadway</b>	<b>Link</b>	<b>2030 Peak Hour Volume</b>	<b>2030 Peak hour Capacity</b>	<b>Level of Service</b>
Sheridan Street	East of Flamingo Rd	4371	5083	C
Sheridan Street	East of Hiatus Rd	5455	5083	F
Sheridan Street	East of Palm Ave	6114	5083	F
Sheridan Street	East of Douglas Rd	4952	5083	D
Stirling Rd	East of SW 136 Ave	735	950	D
Stirling Rd	East of Flamingo Rd	1968	3222	B
Stirling Rd	East of Hiatus Rd	2940	3222	C
Stirling Rd	East of Palm Avenue	3380	3222	F
Stirling Rd	East of Douglas Rd	4411	3222	F
Griffin Rd	East of Flamingo Rd	3880	5083	B
Griffin Rd	East of 118 Ave	4299	5083	C
Griffin Rd	East of Hiatus Rd	4299	5083	C
Griffin Rd	East of SW 100 Ave	4160	5083	B
Griffin Rd	East of SW 90 Ave	4676	5083	C
Flamingo Rd	N of Sheridan St	5524	5083	F
Flamingo Rd	N of Stirling Rd	5431	5083	F
Hiatus Rd	N of Sheridan St	1744	3392	B
Palm Ave	N of Sheridan St	4423	3222	F
SW 100 Ave	N of Stirling Rd	3721	3222	F
Pine Island Rd	N of Sheridan St	4563	3222	F
Pine Island Rd	N of Stirling Rd	3741	3222	F
University Dr	N of Sheridan St	6457	5083	F
Source: Broward County MPO Roadway Level of Service Analysis 2004 & 2030				



ROADWAY NETWORK MAP



COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT

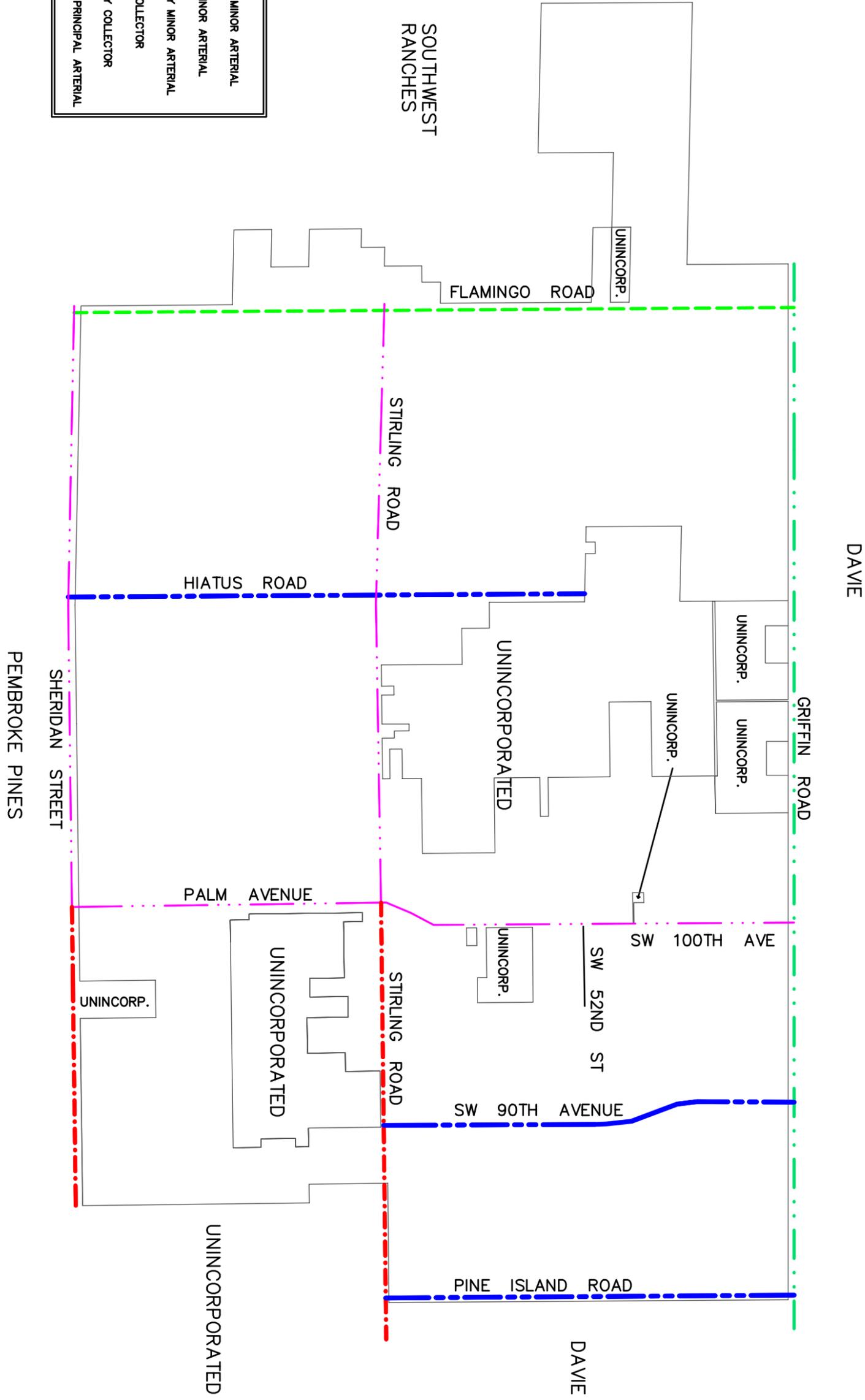


SCALE: 1" = 2000'  
DATE: APRIL 25, 2002

EXHIBIT 2-1

**Leigh Robinson Kerr & Associates, Inc.**  
PLANNING-ZONING-LAND USE  
808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-6308

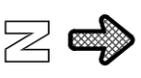
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	CITY MINOR ARTERIAL
	COUNTY MINOR ARTERIAL
	CITY COLLECTOR
	COUNTY COLLECTOR
	STATE PRINCIPAL ARTERIAL



*FUNCTIONAL CLASSIFICATIONS* (SOURCE: BROWARD COUNTY FUNCTIONAL CLASSIFICATIONS MAP, DECEMBER 17, 1999)

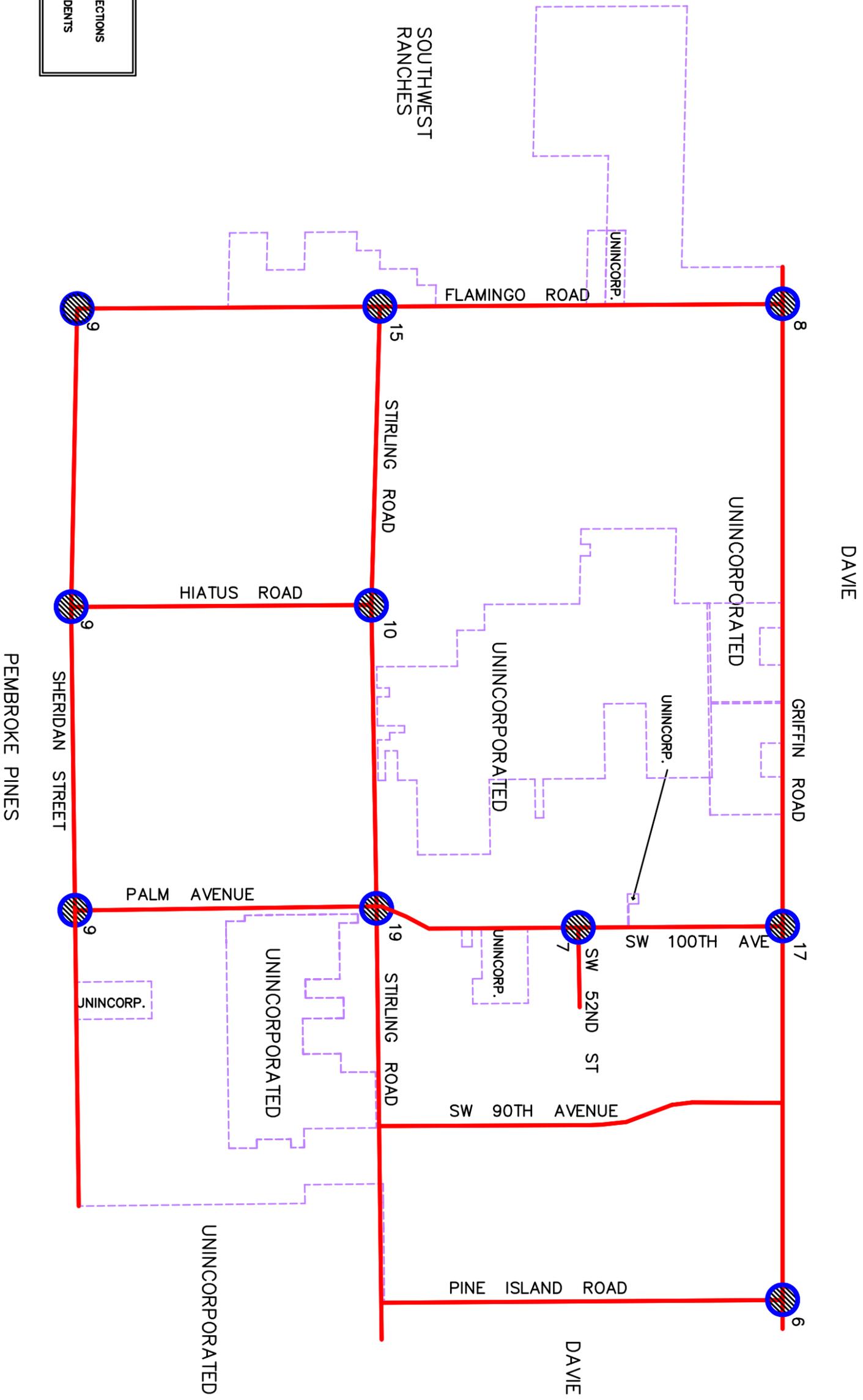
# COOPER CITY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

*EXHIBIT 2-2*



SCALE: 1" = 2000'  
DATE: APRIL 25, 2002

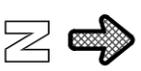
**Leigh Robinson Kerr & Associates, Inc.**  
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808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-6308



HIGH ACCIDENT LOCATIONS, 1996

(SOURCE: COOPER CITY POLICE DEPARTMENT)

COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT

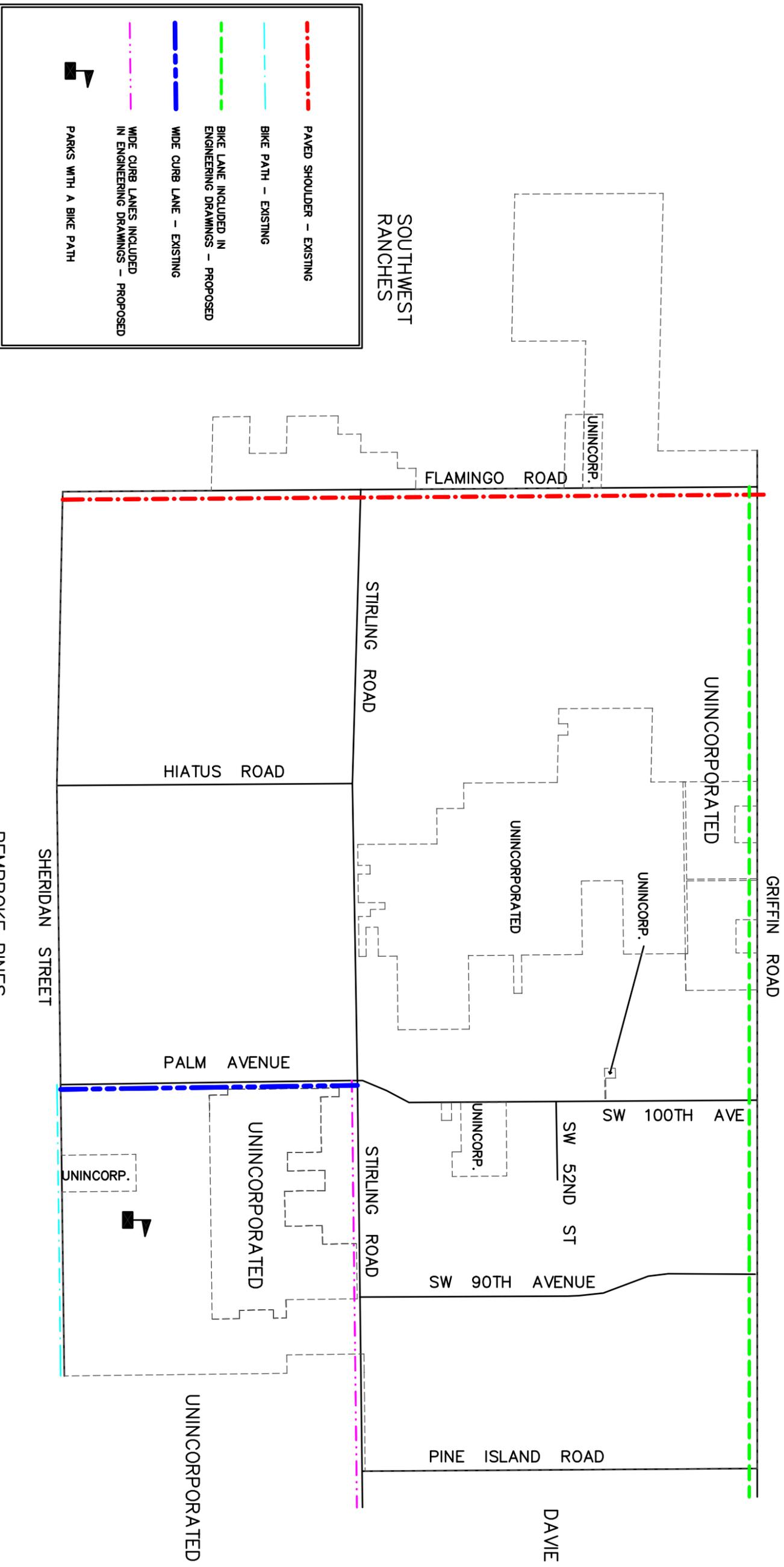


SCALE: 1" = 2000'  
DATE: APRIL 25, 2002

EXHIBIT 2-3

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(954) 467-6308





*EXISTING AND PLANNED BIKEWAYS NETWORK MAP*

(SOURCE: BROWARD COUNTY BICYCLE FACILITIES NETWORK PLAN, 1999)

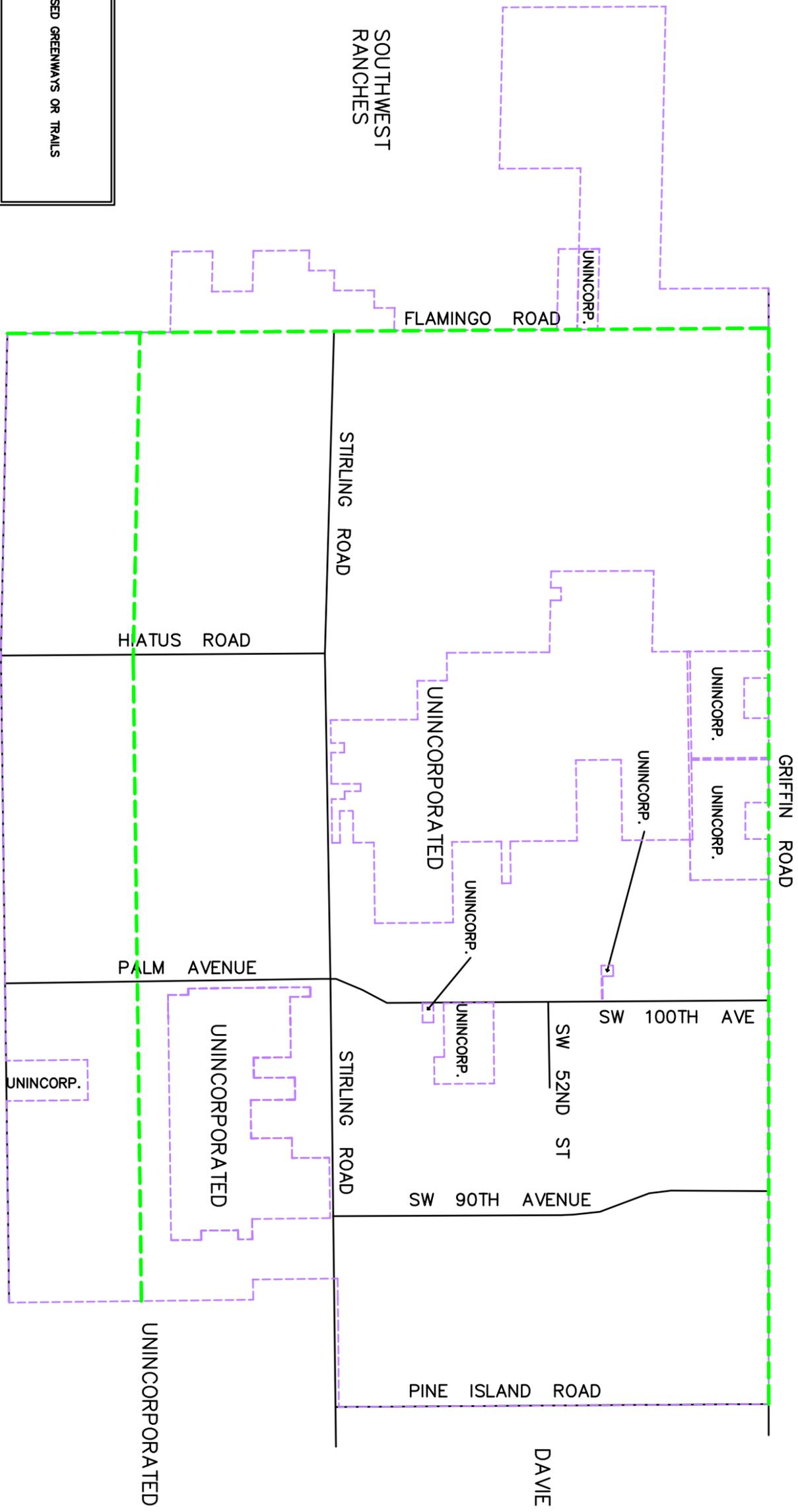
*EXHIBIT 2-5*

**COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT**



SCALE: 1" = 2000'  
DATE: APRIL 25, 2002

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& Associates, Inc.**  
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Fort Lauderdale, Florida 33301  
(954) 467-6308

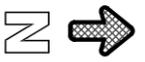


POTENTIAL GREENWAY SYSTEM

(SOURCE: BROWARD COUNTY POTENTIAL GREENWAYS SYSTEM MAP, FEBRUARY 2, 2001)

EXHIBIT 2-6

COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT



SCALE: 1" = 2000'  
DATE: APRIL 25, 2002

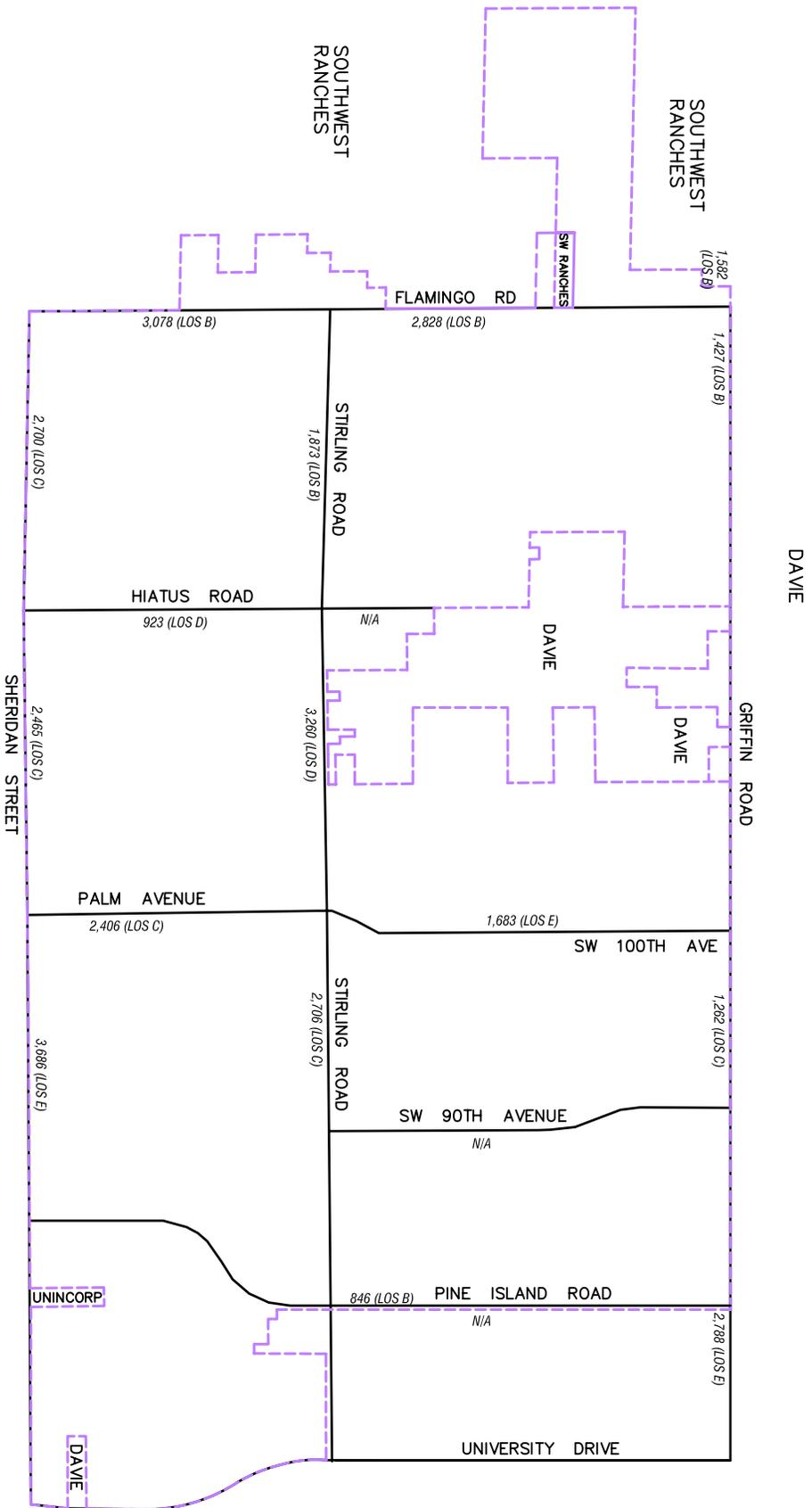
**Leigh Robinson Kerr & Associates, Inc.**  
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808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
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# COOPER CITY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

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2000 PEAK HOUR TRAFFIC VOLUMES AND LEVEL OF SERVICE (SOURCE: BROWARD COUNTY MPO)

EXHIBIT 2-7



SCALE: 1" = 3000'  
DATE: JUNE 13, 2007

**Leigh Robinson Kerr & Associates, Inc.**  
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808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-6300

# COOPER CITY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

AUTOCAD: I:\2000\PROJECTS\2704\2000CAP

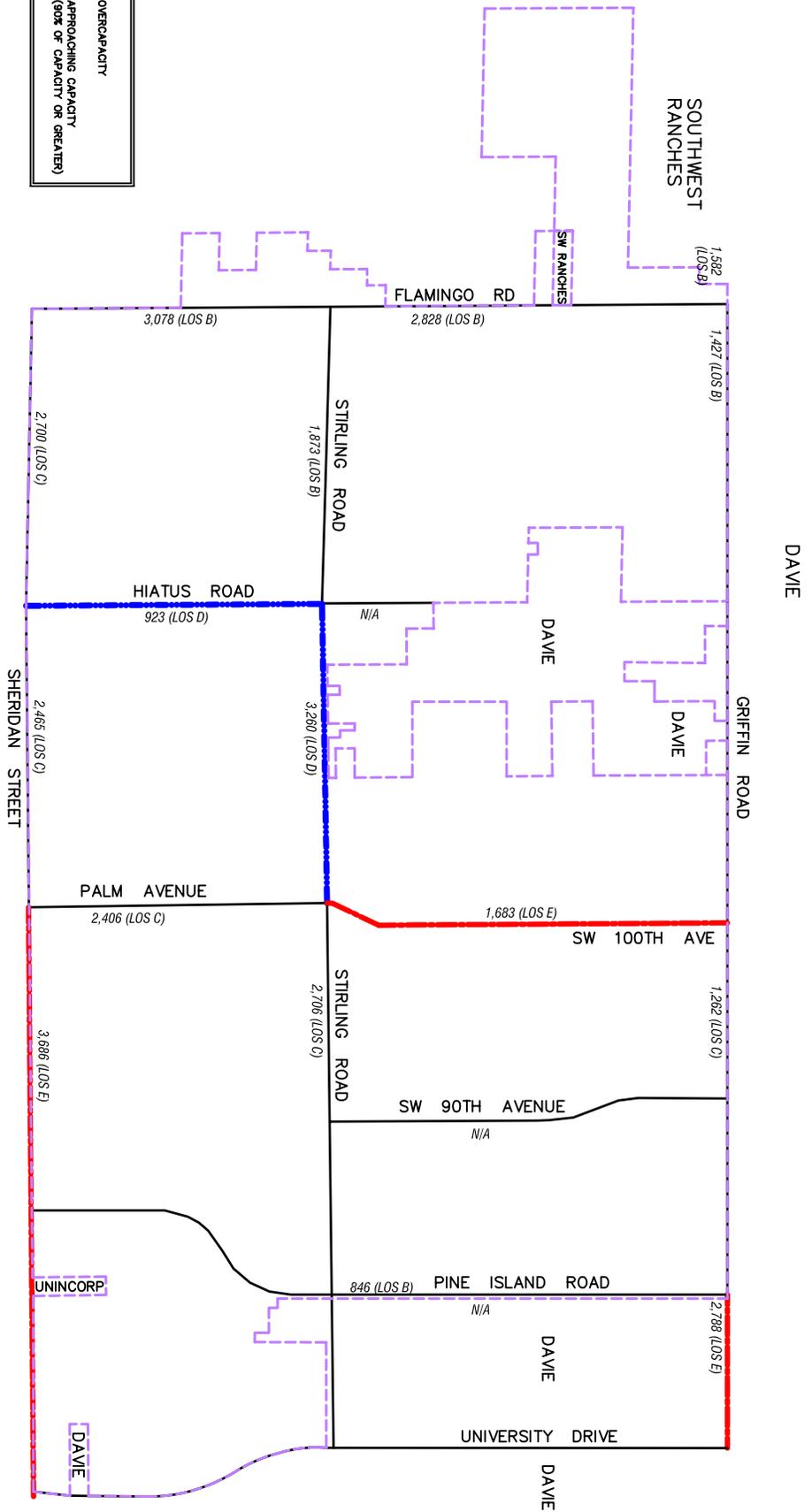
2000 ROADWAY SEGMENTS APPROACHING CAPACITY OR OVERCAPACITY (SOURCE: BROWARD COUNTY MPO)



PEMBROKE PINES

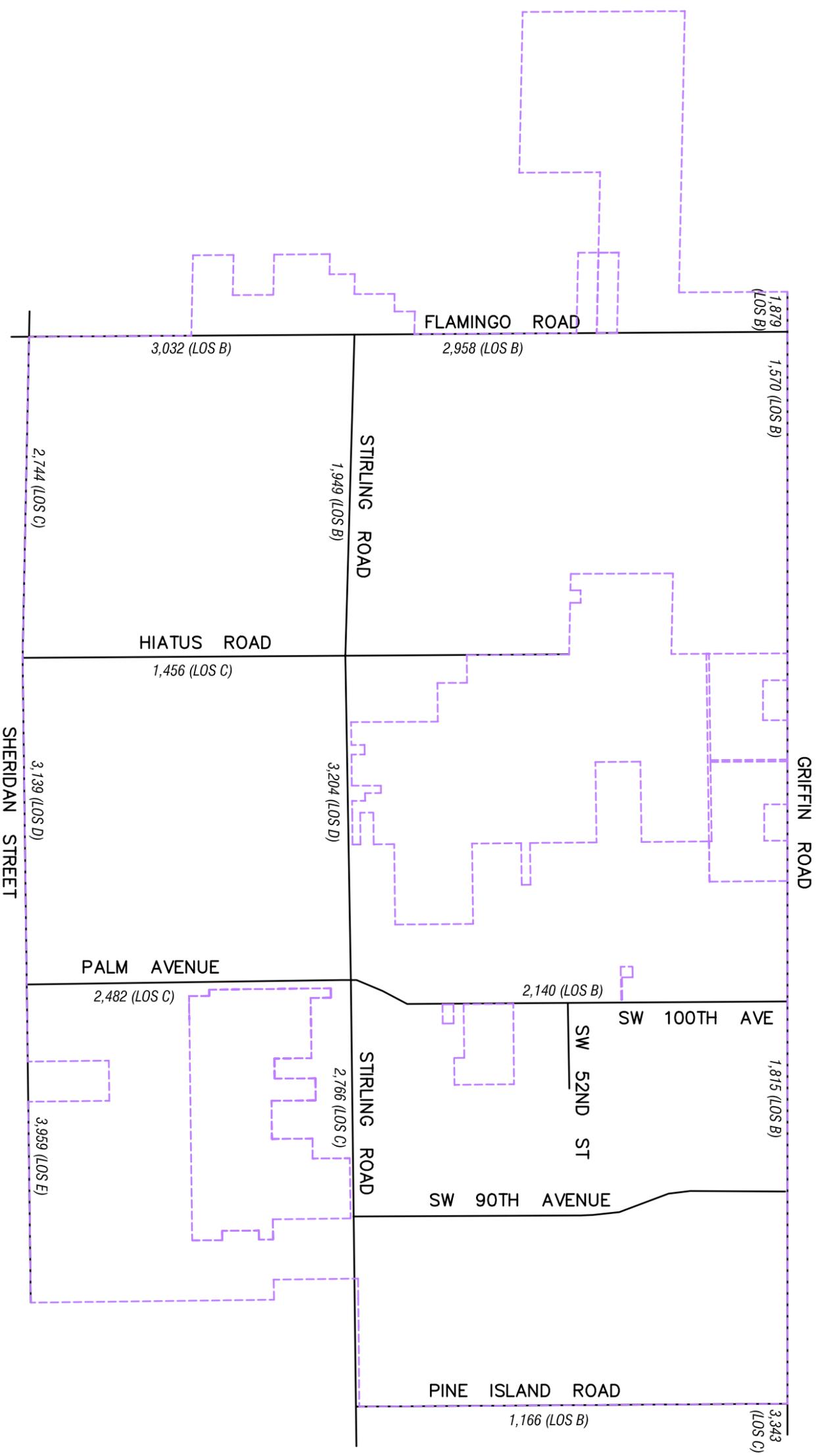
(SOURCE: BROWARD COUNTY MPO)

EXHIBIT 2-8



SCALE: 1" = 3000'  
DATE: JUNE 13, 2007

**Leigh Robinson Kerr & Associates, Inc.**  
PLANNING-ZONING-LAND USE  
808 E. Las Olas Blvd., Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-4308



2006 PEAK HOUR PROJECTED TRAFFIC VOLUMES AND LEVEL OF SERVICE

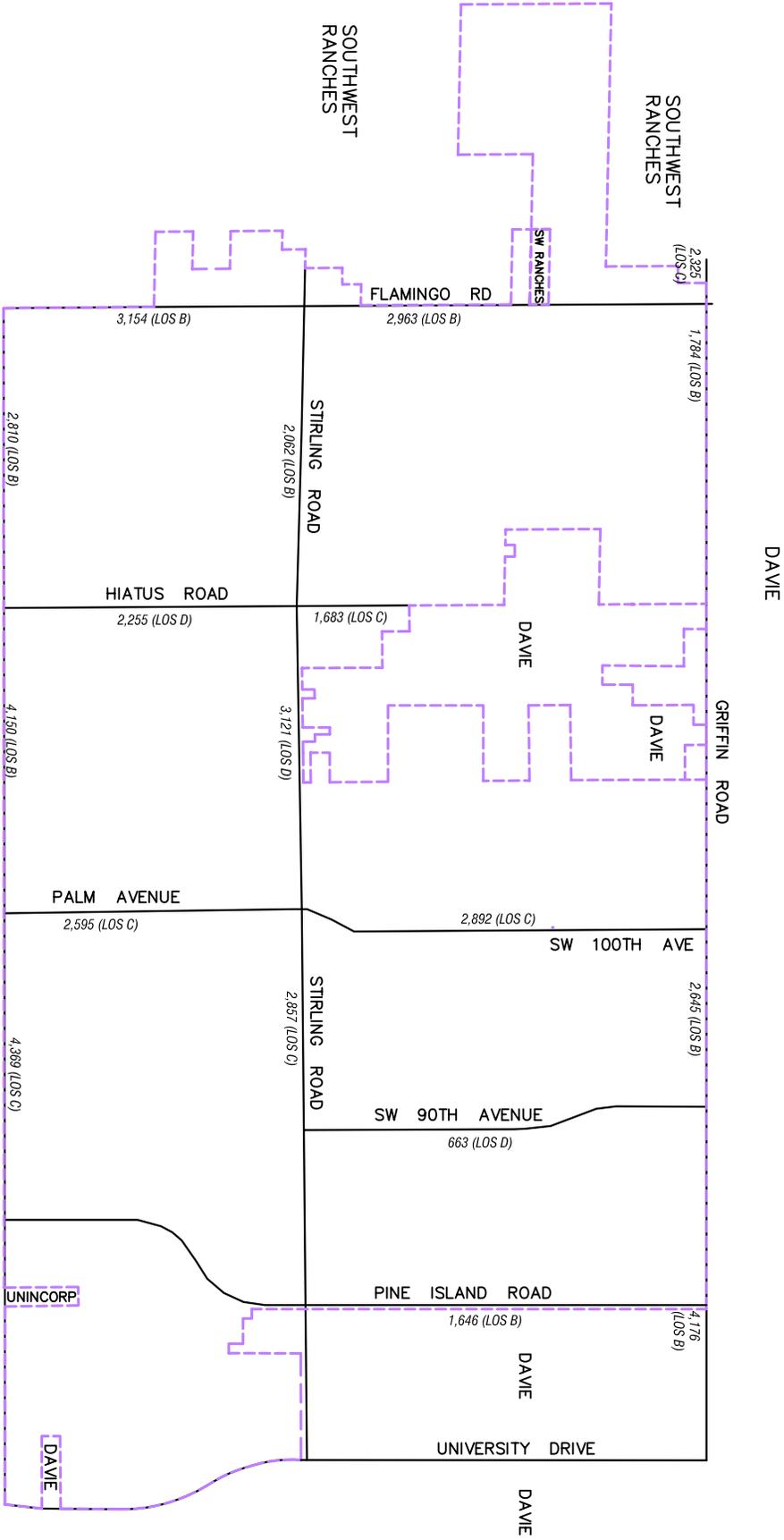
EXHIBIT 2-9

COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT



SCALE: 1" = 2000'  
DATE: JUNE 24, 2002

**Leigh Robinson Kerr & Associates, Inc.**  
PLANNING-ZONING-LAND USE  
808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-6308



2015 PROJECTED PEAK HOUR TRAFFIC VOLUMES AND LEVEL OF SERVICE (SOURCE: BROWARD COUNTY MPO) EXHIBIT 2-10

COOPER CITY COMPREHENSIVE PLAN  
TRANSPORTATION ELEMENT



SCALE: 1" = 3000'  
DATE: JUNE 13, 2007

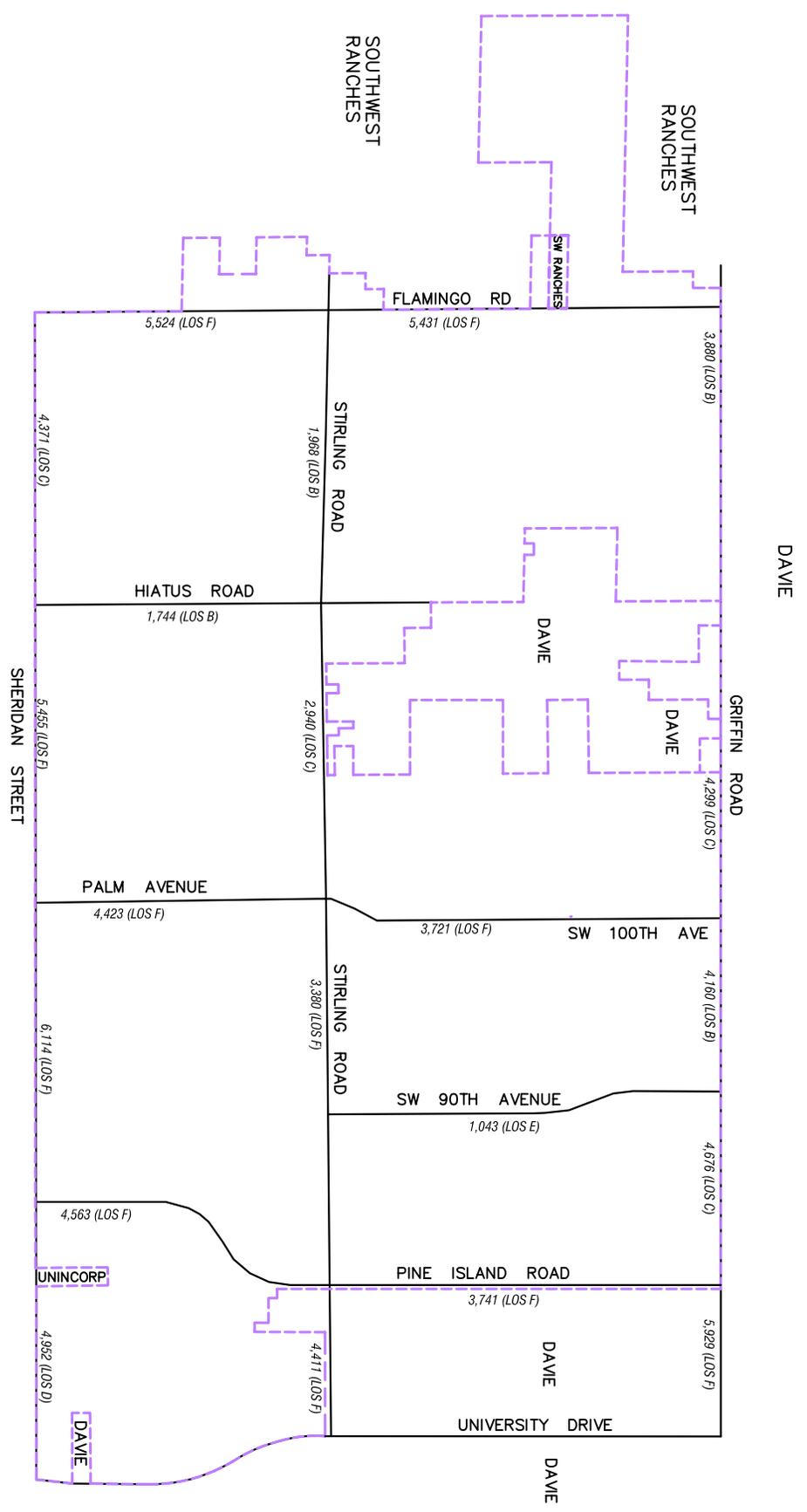
**Leigh Robinson Kerr & Associates, Inc.**  
PLANNING-ZONING-LAND USE  
808 E. Las Olas Blvd. - Suite 104  
Fort Lauderdale, Florida 33301  
(954) 467-6308

# COOPER CITY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

AUTOCAD: T2000 \PROJECTS \2704 \2030PKTRAF

2030 PROJECTED PEAK HOUR TRAFFIC VOLUMES AND LEVEL OF SERVICE (SOURCE: BROWARD COUNTY MPO)

EXHIBIT 2-11



SCALE: 1" = 3000'  
DATE: JUNE 13, 2007

**Leigh Robinson Kerr & Associates, Inc.**  
PLANNING-ZONING-LAND USE  
200 E. Lauderdale Blvd. Suite 104  
Fort Lauderdale, Florida 33301  
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