CITY OF MARGATE

TRANSPORTATION ELEMENT

Revised: August 2004

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Introduction

The City of Margate adopted a Traffic Circulation Element in accordance with the requirements of Chapter 163.3177 (6)(b) F.S. and Rule 9J-5.007 F.A.C. requirements on June 13, 1989. Because of the City's size and population, the City was not previously required to prepare and adopt a Mass Transit Element or a Ports, Aviation and Related Facilities Element. In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning Organization (MPO) to prepare a Transportation Element which would replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to plan for a multi-modal transportation system that places more emphasis on public transportation systems.

Description of Existing Transportation System

This portion of the Element examines the facilities that serve vehicular and non-vehicular traffic within the City of Margate planning area. The transportation system is a critical component of society, playing a role in all facets of life, having economic implications, and of recreational value.

The transportation system has two basic components. One is the internal access and circulation of the City's residential neighborhoods and other areas. The other is the external component that serves as the link to other communities. The first, or internal component is maintained by the City or private concerns. The second, or external component forms part of the Federal Interstate Highway System, State of Florida or Broward County Traffic Circulation Network.

The Broward County transportation planning process is carried out by the Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a countywide basis. The MPO's governing board is the Board of County Commissioners.

Roadway System

Figure II-1 graphically illustrates the existing transportation road system. Within the City of Margate, the following roadways are classified as follows:

Limited Access Facilities

Florida Turnpike

Arterial Roads

A. North/South
SR /US441
Rock Island Road
Banks Road

B. East/West
Sample Road
Royal Palm Boulevard/Copans Road
Margate Boulevard
Coconut Creek Parkway
West Atlantic Boulevard
Southgate Boulevard

Collector Roads

Holiday Springs Boulevard
North/South Bay Drive
NW 62nd Avenue
NW 31st Street
NW 54th Avenue
NW 30st Street
Coral Gate Boulevard
Colonial Drive
Winfield Boulevard
NW 63rd Avenue
NW 66th Avenue
NW 18th Street
NW 76th Avenue
NW 1st Street
Forest Boulevard(SW 7th Street)

Local Roads

All other City public roads.

Significant Parking Facilities

The City has several developments or areas that have significant parking facilities. The City's definition of significant includes available spaces of 500 or more. These significant parking facilities are identified on Map II-1.

# *	Name	# of Parking Spaces
1	Lakewood Mall	2,300
2	Shoppes of Central Park (Mega Mart)	1,500
3	Columbia Northwest Medical Center	1,100
4	Peppertree Plaza	1,400
5	Lefmark	900
6	Infante II	1,000

* The number in this column corresponds with Map II-1.

Public Transit System

Figure II-2A and II-2B depicts the existing Public Transit System. Information was obtained from the Broward County Community Services Department Mass Transit Division and the City of Margate.

The City of Margate is a community with a mix of low, medium and high-density development. The higher densities are located along major arterial roadways or clustered at other locations. The City exhibits average income levels and higher than average age characteristics. The existing public transit service is exceptional. Geographically, most of the City has existing bus service. This service includes both major bus routes within the City, which are operated by the Broward County Community Services Department Mass Transit Division and municipal bus routes within the City, which are operated by the City of Margate in coordination with the Broward County Community Services Department Mass Transit Division.

Public Transit Terminals and Transfer Stations

There is one (1) public transit terminal or transfer station within the City of Margate, which is known as the Margate Terminal. The Margate Terminal is generally located on Park Drive one block west of SR7/US441 and serves as the terminal and transfer station for the three (3) major bus routes (Routes 18, 31 and 83) and the Margate Shuttle (Routes A, B, C, and D) that service the City.

Public Transit Rights of Way and Exclusive Public Transit Corridors

There are no public transit right-of-ways or exclusive public transit corridors located within the City.

Significant Bicycle and Pedestrian Ways

Figure II-3 depicts the existing bicycle and pedestrian ways within the City.

a) Bicycle Traffic

There are no exclusive dedicated bicycling facilities in Margate. However, bicycle usage is prevalent within the City.

Bicycling within the City's local street system is common. On major roadways, bicyclists typically utilize sidewalks for safety reasons. Some properties provide bike racks but this is not provided on a consistent basis.

b) Pedestrian Traffic

Pedestrian traffic is very common within the City neighborhoods. The City has had a policy of requiring sidewalks on internal subdivision streets since the City's inception. The City strictly enforces and has been successful in providing sidewalks along all major roadways, within residential neighborhoods and other linkages to commercial areas, schools and parks. The maps identifying bicycle and pedestrian ways clearly show the City's success in implementing an overall citywide system.

Ports, Airport Facilities, Railways and Intermodal Facilities

Figure II-4 illustrates the proximity of the City of Margate to nearby Ports, Airports, Railways and Related Facilities.

Port Facilities

There are no port facilities within Margate. The nearest major seaport is Port Everglades which is located approximately eight (8) miles southeast of the City, southeast of the central business district of the City of Fort Lauderdale. Port Everglades is a deep-water port serving commercial freight customers, cruise lines and recreation boating needs.

Airport Facilities Including Clear Zones and Obstructions

There are no airport facilities within the City, however, there are four (4) airports within a few miles of the City.

Fort Lauderdale/Hollywood International Airport

- Fort Lauderdale/Hollywood International Airport is located approximately ten (10) miles southeast of the City. The runway alignments are generally east/west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. Therefore, there are no clear zones or obstruction issues affecting the City. Aircraft do fly over the City on routes to the West Coast or geographic areas in the middle to west parts of the United States. These flights are typically at higher altitudes with typically minor noise or visual impacts.

Fort Lauderdale Executive Airport

- Fort Lauderdale Executive Airport is a general aviation facility located approximately one (1) mile southeast of the City. Air traffic is generally restricted to non-commercial activities however, considerable small jet aircraft usage occurs because of the office and industrial uses along Cypress Creek Road west of I-95. The airport has east/west and diagonal (northwest/southeast and northeast/ southwest) runway alignments. Air traffic typically takes off and lands on the east/west runway due to prevailing winds. The use of the other runway alignments (other than east/west) on occasion causes some flyover conflicts such as noise or safety concerns to City residents in the southeast corner of the community, but generally aircraft are turning over the Turnpike for approach to the airport. Therefore, no clear zone or obstruction issues generally affect the City.

Pompano Beach Airport

- Pompano Beach Airport is a general aviation facility located approximately four and one-half (4.50) miles east of the City within the City of Pompano Beach. Air traffic is generally restricted to non-commercial activities. The runway alignments are generally east/west. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone or obstruction issues affect the City.

Boca Raton Municipal Airport

- Boca Raton Municipal Airport is a general aviation facility located approximately nine (9) miles northeast of the City within the City of Boca Raton. Air traffic is generally restricted to non-commercial activities, but some small jet aircraft usage occurs because of the office and research/development concentration of major employers west of I-95 between Glades Road and Clint Moore Road. The singular runway alignment is generally southwest to northeast. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone or obstruction issues affect the City.

Other Facilities

- There are no heliports or similar facilities within the City except at the Northwest Regional Coral Springs Medical Center, which is for emergency use.

Freight and Passenger Rail Lines and Terminals

The City has no rail line corridors within its boundaries. The closest railway corridors are located generally east of and paralleling Dixie Highway in the east/central portion of the County and the second is located just west of I-95. Both corridors run in a north/south direction.

The eastern corridor is known as the Florida East Coast (FEC) Railroad line. The corridor is utilized almost exclusively for freight service. There are grade crossings at major roadways.

The western corridor is known as the Seaboard Coastline (CSX) Railroad line. The corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. Broward County owns and operates Park & Ride Lots at several locations along the railway corridor.

Intermodal Terminals and Access to Intermodal Facilities

As mentioned above, there is one intermodal facility within the City. This is the Margate Terminal generally located on Park Drive about one block west of SR7/US441. The parking lot has a total of approximately 150 parking spaces.

Existing Functional Classification and Maintenance Responsibilities

The Functional Classification of roadways is utilized to create a hierarchical system to establish the responsibility for roadway maintenance and operation by either the State, the County or the local jurisdiction. The following broad guidelines are used to define roadway types:

- Principal Arterials - Major highways serving heavy volumes of traffic through the urban area.

- Minor Arterials - Roadways carrying moderately heavy volumes of traffic which channel traffic to community activity centers.

- Collectors - Roadways carrying moderate volumes of traffic to the arterial network.

- Local Roadways - Neighborhood roadways carrying low volumes of traffic to collector or arterial roadways.

The existing functional classification and maintenance responsibilities of roadways in the City are provided in the following Table II-1 and illustrated in Figure II-5.

Table II-1

FUNCTIONAL CLASSIFICATION OF ROADWAYS

NORTH/SOUTH ROADWAY	SEGMENT	FUNCTIONAL CLASSIFICATION	REQUIRED ROW WIDTH	# OF LANES
Holiday Springs Blvd	Bay Dr to Rock Island Rd	CC	NA	4LD
NW 80th Ave	NW 18th St to Margate Blvd	CC	NA	2L
NW 76th Ave	Margate Blvd to NW 1st St	CC	NA	2L
Rock Island Rd	Sample Rd to Forest Blvd.	CMA	110'	4LD
NW 66th Ave	NW 18th St to W Atlantic Blvd	CC	80'	2L
NW 65th Ave	Royal Palm Blvd to NW 18th St	CC	NA	2L
NW 63rd Ave	Winfield Blvd to Royal Palm Blvd	CC	NA	2L
NW 62nd Ave	Sample Rd to SR7/US441	CC	NA	4LD
SR7/US441	Sample Rd to SW 11th St.	SPA	200'	6LD
NW 54th Ave	Sample Rd to SR7/US441	CC	NA	4LD
Banks Rd	Sample Rd to Coconut Creek Pkwy	CC	106'	4LD
	Coconut Creek Pkwy to W Atlantic Blvd	CC	80'	4LD
Florida Turnpike	Adjacent to City	SPA	325'	6LD
EAST/WEST ROADWAY				
Sample Rd (SR 834)	Riverside Dr to E of Banks Rd	SPA	200'	6LD
NW 31st St.	NW 62nd Ave to NW 54th Ave	CC	NA	4LD
Coral Gate Blvd	Banks Rd to SR7/US441	CC	NA	4LD
Winfield Blvd	SR7/US441 to NW 68th Terr	CC	NA	2L
Royal Palm Blvd	SR7/US441 to Riverside Dr	CMA	106'	4LD
Copans Rd	SR7/US441 to E. City Limits	CMA	120'	4LD
NW 18th St	NW 15th Ave to NW 66th Ave	CC	80'	2L
Margate Blvd	SR7/US441 to NW 80th Ave	CC	106'	4LD
Coconut Creek Pkwy	SR7/US441 to E. City Limits	COC	106'	4LD
W Atlantic Blvd (SR 834)	Western City Limits to SR7/US441	CPA	120'	6LD
	SR7/US441 to E. City Limits	SPA	120'	6LD
NW 1st St	Rock Island Rd to NW 76th Ave	CC	NA	2L
Southgate Blvd	SR7/US441 to City Limits	CC	106'	4LD
Forest Blvd./SW 7th St	SR7/US441 to Rock Island Rd	CC	NA	2L

Legend:
SPA = State Principal Arterial
CPA = County Principal Arterial
CMA = County Minor Arterial
COC = County Collector (Broward County)
CMA = City Minor Arterial
CC = City Collector
LD = Lanes Divided

Note: Required Right of Way (ROW) width per BC Trafficways Plan

Sources: Broward County Highway Functional Classifications and Lane Arrangement Map February 2003, Broward County Department of Planning and Environmental Protection, Transportation Planning Division.
Broward County Trafficways Map 1999

Number of Through Lanes for Each Roadway

The number of through lanes is described in Table II-2 and illustrated in Figure II-6.

Table II-2

Roadways	No. of Through Lanes
A. North/South	
Holiday Springs Blvd.	4 (2 each direction)
NW 80th Ave.	2 (1 each direction)
NW 76th Ave.	2 (1 each direction)
Rock Island Rd.	4 (2 each direction)
NW 66th Ave.	2 (1 each direction)
NW 65th Ave.	2 (1 each direction)
NW 63rd Ave.	2 (1 each direction)
NW 62nd Ave.	4 (2 each direction)
SR7/US441	6 (3 each direction)
NW 54th AVE.	4 (2 each direction)
Banks Rd.	4 (2 each direction)
B. East/West	
Sample Rd.	6 (3 each direction)
North/South Bay Dr.	2 (1 each direction)
NW 30th St.	2 (1 each direction)
NW 31st St.	4 (2 each direction)
Coral Gate Blvd.	4 (2 each direction)
Colonial Dr.	4 (2 each direction)
Winfield Blvd.	2 (1 each direction)
Royal Palm Blvd.	4 (2 each direction)
Copans Rd.	4 (2 each direction)
NW 18th St.	2 (1 each direction)
Margate Blvd.	4 (2 each direction)
Coconut Creek Pkwy.	4 (2 each direction)
W. Atlantic Blvd.	6 (3 each direction)
NW 1st Ave.	2 (1 each direction)
South Gate Blvd.	4 (2 each direction)
Forest Blvd./SW 7th St.	2 (1 each direction)
SW 11th St.	2 (1 each direction)
C. Other Local Roadways	2 (1 each direction)/some local collector roads may be 4 (2 each direction)

Major Public Transit Generators and Attractors

A Major Public Transit Generator or Attractor is generally a higher density residential area or major commercial/industrial employment or shopping area. The City generally has a grid-like pattern with major roadways generally following section lines. The City was designed originally for mostly second home retirees but over time the demographics have changed so that a mix of elderly and young residents exist. The City, when originally developed, was a considerable distance from the urbanized areas along the coast, therefore, numerous public transit routes did not exist in the area. Broward County eventually extended several main bus routes into or through the City. The City recognized that localized service was needed in addition to the County's system and initiated a mini bus system. The major roadways have existing commercial development abutting the roadways in many areas. These areas can best be described as "strip commercial" in design and the typical problems associated with strip commercial development such as excessive driveway connections, little or no landscaping, excessive or out of scale signage and building placement do exist. These commercial areas are located on SR7/US441, Banks Road, Copans Road, Coconut Creek Parkway and the eastern portion of West Atlantic Boulevard. Throughout the balance of the City, commercial uses are located more at nodes at major roadway intersections. The intensity of development in the commercial areas is primarily one-story retail/office/restaurant uses. Occasionally a multi-story office building exists. Multi-family development exists mostly in clusters throughout the City. For the most part these clusters are generally located in the four corners of the City. However, there are a few multi-family developments scattered throughout the central section of the City. For the most part existing densities are 14-20 dwelling units per acre (DUA) in predominantly two-story structures. There are a few concentrations of higher density housing 25 DUA at various locations. The existing public transit system, which includes the Margate InnerCity Shuttle, services most of these developments at present.

An Industrial Park/Employment Center concentration is located in the northeastern portion of the City. The Industrial Park/Employment Center is located in this area due to their close proximity to the major transportation corridor of SR7/US441. Thousands of employees visit this area daily. Numerous small business occupy this area.

Research of Broward County's Mass Transit Division's data and the City's data revealed that ridership is higher than average in Margate. This is due to the City's residents' general economic characteristics and demographics. In addition, the availability of the Margate Shuttle and its very comprehensive route patterns play a key role. Geographic areas that

can be described as potential public transit generators or attractors are illustrated in Figure II-7.

Designated Local and Regional Transportation Facilities Critical to the Evacuation of the Coastal Population.

According to the Broward County Hurricane Evacuation Plan prepared by the Division of Emergency Preparedness, no area of the City of Margate is identified for evacuation during any type of hurricane. The community is located approximately eight (8) miles from the beach area at its closest point. If damage were to occur it would be from wind or rainfall. However, lessons learned from a recent major hurricane's impact in South Florida (Andrew) revealed that even inland development can be severely damaged. Broward County has designated two (2) shelters within Margate in case of emergency. The shelters are opened, supplied and operated by the Red Cross, which coordinates with the local school administration, and Broward County. These shelters are illustrated on Figure II-8. Since the City has a nearly fully developed grid-like street pattern, all shelters can be easily accessed. Finally, the Florida Turnpike abuts the City on the southwestern border. This roadway would be the primary route for evacuation from the City to leave the South Florida Region. Access to the Turnpike can be made at interchanges at Sample Road and Coconut Creek Parkway/Hammondville Road.

City of Margate
Designated Hurricane Shelters

- Atlantic West Elementary
  301 NW 69th Terrace

- Margate Middle School
  500 NW 65th Avenue

Existing Average Daily Traffic, Peak Hour Peak Direction Levels of Service for Roads, Mass Transit Facilities and Corridors/Routes

The existing average daily traffic, peak hour traffic volumes and levels of service for roads within the City are described in Table II-3 and Table II-4, illustrated on Figure II-9.

Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other transportation facilities, such as bikeways and airports, are optional. The City applies

transportation LOS standards through its Concurrency Management System only to roadways.

A. Roadways

Roadway level of service standards have long been used in systems planning and traffic operations. The roadway level of service standard (LOS) is a qualitative assessment of the road user's perception of the quality of flow of traffic. The LOS standard is represented by letters "A" through "F", with "A" representing the most favorable conditions and "F" representing the least favorable. While this is the most prevalent LOS standard, LOS standards based on the number of person trips, vehicle miles traveled, or average speed can also be used.

Florida Intrastate Highway System. 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 Florida Intrastate Highway System (FIHS). It is based on a LOS "D" standard for urbanized areas with a population over 500,000. Florida's Turnpike is the only FIHS roadway in the City of Margate.

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. State law now requires the LOS standard be measured by peak-hour volumes. The City will continue to use the LOS "D" standard as the roadway concurrency standard. To be consistent with Broward County, the City is using the two-way peak hour volumes instead of the directional peak hour volumes because the FDOT also uses two-way peak hour volumes.

Table II-3

CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
2001 TRAFFIC VOLUMES

EAST/WEST ROADWAYS	SEGMENT	DESIGN CODE[1]	2001 ADT x1000	2001 PEAK	LOS D CAP X1000		LOS ADT	LOS PEAK
Sample Rd.	E of Riverside Dr.	622	50.8	4.0	56.1		C	B
	W of SR7	622	46.3	3.7	56.1		B	B
	E of SR7	632	60.0	5.3	53.5		F	F
Royal Palm Blvd.	E of Riverside Dr.	422	37.1	2.9	35.7		F	C
	E of Rock Island Rd.	422	35.9	3.0	35.7		F	C
Copans Rd.	E of SR7	422	35.2	2.8	35.7		D	C
Coconut Creek Pkwy.	E of SR7	474	27.4	2.3	31.1		D	D
Margate Blvd.	E of NW 76 Ave.	464	11.1	.7	21.7		D	C
Atlantic Blvd.	E of Riverside	632	42.5	3.2	49.2		D	C
	E of Rock Island Rd.	632	45.6	3.7	49.2		D	C
	E of SR7	632	48.5	4.3	49.2		D	D
Southgate Blvd.	E of SW 81 Ave.	464	27.0	2.3	21.7		F	E
	E of Rock Island Road	464	20.6	1.8	21.7		D	D
NORTH/SOUTH ROADWAYS								
Rock Island Rd.	N of Southgate Blvd.	474	35.4	3.0	31.1		F	E
	N of Atlantic Boulevard	474	27.9	2.4	31.1		D	D
	N of Royal Palm Boulevard	474	23.1	1.9	31.1		D	C
	N of Sample	474	10.1	.9	31.1		C	C
SR7/US441	N of Kimberly Blvd.	632	46.0	4.1	49.2		D	D
	N of Southgate Blvd.	632	53.9	4.1	49.2		F	D
	N of Atlantic Blvd.	632	56.2	N/A	49.2		F	N/A
	N of Margate Blvd.	632	56.2	5.2	49.2		F	F
	N of Royal Palm Blvd.	632	52.0	4.6	49.2		F	D
	.							
	N of Sample Rd.	622	49.0	4.3	53.5		C	C
Banks Rd.	N of Atlantic Blvd.	464	16.0	1.1	21.7		D	D
	N of Copans	464	6.2	.5	21.7		C	C

[1] Design Codes

422 - 4 lane arterial, 0.00 to 1.99 signals per mile
464 – 4 lane collector, non-state other signalized roadway
474 – 4 lane major collector, non-state major city/county roadway
622 – 6 lane arterial, 0.00 to 1.99 signals per mile
623 – 6 lane, 3 lane each direction, one-way, 0.00 to 1.99 signals per mile
632 – 6 lane arterial, 2.00 to 4.50 signals per mile

SOURCES: Roadway Capacity Analysis for 2001 and 2025, Department of Planning and Environmental Protection, Transportation Planning Division, Broward County Metropolitan Planning Organization, September 2002.

Year 2001 Traffic Count Report, Broward County Department of Planning and Environmental Protection, Transportation Planning Division, March 2002.

2002 Quality/Level of Service Handbook, Florida Department of Transportation, 2002.

Table II-4

PM Peak Hour Analysis (2001)

East/West Roadway	Location		Pk Hour Vol		Peak Hour LOS D Cap		Peak Hour LOS	
Sample Rd.	E of Riverside Dr.		4056		5,327		B	
					5,327		B	
	W of SR7		3743					
	E of SR7		5376		5080		F	
Royal Palm Blvd.	E of Riverside Dr.		2989		3390		C	
	E of Rock Island Rd.		3020		3390		C	
Copans Road	E of SR7		2899		3390		C	
Coconut Creek Pkwy.	E of SR7		2312		2950		D	
Atlantic Blvd.	E. of Riverside		3167		4680		C	
	E of Rock Island Rd.		3719		4680		C	
	E of SR7		4346		4680		D	
Southgate Blvd.	E of SW 81 Ave		2344		2070		E	
	E of Rock Island Rd		1791		2070		D	
Margate Blvd.	W of SR 7		715		2070		C	
North/South Roadways								
Rock Island Rd.								
	N of Southgate Blvd.		3069		2950		E	
	N of Atlantic Blvd.		2400		2950		D	
	N of Royal Palm Blvd.		1981		2950		C	
	N of Sample Rd.		930		2950		C	
SR7/US441	N of Southgate Blvd.		4155		4680		D	

	N of Margate Blvd		5220		4680		F	
	N of Royal Palm Blvd.		4614		4680		D	
	N of Sample Rd.		4390		5080		C	
Banks Rd.	N of Atlantic Blvd.		1106		2070		D	
	N of Copans Rd.		542		2070		C	

Source:

Broward County MPO Year 2001 Traffic Count Report, Broward County Department of Planning and Environmental Protection, Transportation Division, March 2002.
2002 Quality/Level of Service Handbook, Florida Department of Transportation, 2002.

NOTE:

B. Mass Transit Facilities/Routes

Bus Service

The Broward County Community Services Department Mass Transit Division provides interCounty bus service. Three (3) bus routes currently provide service to the City. Along each route are numerous bus stops and shelters too numerous to identify on the map series. Following is a description of each route.

Route 18 is a north/south bus route generally following SR7/US441 through the central portion of Broward County. The route originates at the Margate Terminal, which is generally located on Park Drive just west of SR7/US441 and extends to the Palm Beach County line to the north and to the Miami-Dade County line to the south. However, Route 18 only provides service within the City limits from Sample Road to the north and Kimberly Boulevard to the south. The headways are one-half hour intervals.

Route 31 is a meandering bus route between the Broward Central Terminal and Ward City in Pompano Beach. The route originates at the Broward Central Terminal at Broward Boulevard and NW 1st Avenue within the City of Fort Lauderdale. The route travels north on Andrews Avenue to Sunrise Boulevard, where it turns west. From Sunrise Boulevard the route turns north on NW 15th Avenue until reaching NW 19th Street, where it turns west. The route continues west until turning north on NW 31st Avenue until entering the City limits heading west on Atlantic Boulevard. The route then turns north on SR7/US441 and stops at the Margate Terminal. The route then leaves the Margate Terminal heading east exiting the City limits on Coconut Creek Parkway. Finally, the route generally travels east until reaching its terminus at Ward City in Pompano Beach. Headways are at one-half hour intervals.

Route 83 is generally an east/west bus route from the Pompano Fashion Square at Copans Road and Federal Highway to the City of Coral Springs. The route enters the City of Margate from the east on Coconut Creek Parkway and stops at the Margate Terminal. The route then heads west on Margate Boulevard to Rock Island Road, where it turns south. The route continues south on Rock Island Road until reaching West Atlantic Boulevard where it exits the City limits heading west. Headways are at one hour intervals.

The City of Margate, in coordination with Broward County Transit, provide an InnerCity shuttle service to increase the number of destinations within the City limits that can be reached through public transportation. The service was designed to operate in conjunction with Broward County Mass Transit Routes 18, 31 and 83. This InnerCity shuttle service is comprised of four (4) routes. Following is a description of each route.

Route A is generally a meandering shuttle route between the Holiday Springs Shopping Center and the Margate Terminal. The route originates at the Holiday Springs Shopping Center located on Sample Road between Riverside Drive and Holiday Springs Boulevard. The route travels south and east on Holiday Springs Boulevard until reaching Rock Island Road, where it turns south. The route continues south until reaching Royal Palm Boulevard, where it turns east. The route continues east until reaching NW 63rd Avenue, where it turns north. The route continues north until reaching Winfield Boulevard, where it turns west and makes a loop on NW 66th Avenue. The route then turns east on Winfield Boulevard until reaching SR7/US441, where it turns north. The route then generally heads north to NW 31st Street passing Target on NW 62nd Avenue and Peppertree Plaza on NW 54th Avenue. The route then heads south on SR7/US441 until reaching the Margate Terminal. Headways are approximately every one-hour.

Route B is generally a meandering shuttle route between the Margate Terminal and Palm Lakes Plaza. The route originates at the Margate Terminal generally located on Park Drive just west of SR7/US441. The route heads north on SR7/US441 until turning east on Coral Gate Boulevard. The route then turns north on Banks Road and generally loops around Target on Sample Road and Peppertree Plaza. The route then continues south on SR7/US441 stopping at the Northwest Regional Medical Center. The route then turns east on Coconut Creek Parkway until reaching Banks Road, where it turns south. The route then turns west on West Atlantic Boulevard and stops at Lakewood Plaza. The route then meanders up to Margate Boulevard heading west and stopping at Oriole Golf and Tennis. The route then heads south on NW 76th Avenue until reaching NW 1st Street, where it turns east. The route then loops around Palm Lakes Plaza and heads back north on NW 76th Street. The route then meanders back toward the Margate Terminal. Headways are approximately every one-half hour.

Route C is generally a meandering shuttle route between the Holiday Springs Shopping Center and the Coral Square Mall. The route originates at the Holiday Springs Shopping Center generally located on Sample Road between Riverside Drive and Holiday Springs Boulevard. The route heads south and east on Holiday Springs Boulevard until reaching Rock Island Road, where it turns south. The route then heads west on NW 18th Street and loops around NW 80th Avenue until reaching Margate Boulevard, where it heads east. The route then heads south on NW 58th Street, stopping at the Margate Terminal. The route then heads south to West Atlantic Boulevard, where it turns east. The route then turns north on NW 76th Avenue and stops at Oriole Golf and Tennis. The route loops back around and heads south on NW 76th Avenue, where it turns east on NW 1st Street. The route then loops around, stopping at Palm Lakes Plaza. The route then heads east on West Atlantic Boulevard and continues in this direction until reaching Riverside Drive, where it turns north. The route then turns east on Ramblewood Drive and stops at the Coral Square Mall. The route then heads back out to Riverside Drive, where it turns north and continues back to Holiday Springs Shopping Plaza. Headways are approximately every one-hour.

Route D is generally a meandering shuttle route between the Margate Terminal and Coconut Creek Parkway. The route initiates at the Margate Terminal generally located on Park Drive just west of SR7/US441. The route heads south on SR7/US441 until reaching Southgate Boulevard, where it turns west. The route then turns south on Kathy Lane until reaching Forest Boulevard(SW 7th Street), where it turns east. The route then turns south on SR7/US441 until reaching SW 11th Street, where it turns east. The route then turns north on SW 51st Avenue until reaching SW 6th Street, where it turns west. The route then turns north on SR7/US441 until reaching West Atlantic Boulevard, where it turns west. The route continues west until stopping at Palm Lakes Plaza. The route then loops around and heads east on West Atlantic Boulevard until reaching SR7/US441, where it turns north. The route then stops at Lakewood Plaza and connects back to West Atlantic Boulevard heading east. The route then meanders back around Banks Road and Coconut Creek Parkway until reaching the Margate Terminal. Headways are approximately every one half hour.

Conversations with the Broward County's Mass Transit Division yielded a conclusion that no capacity problems existed, in fact, methods to increase ridership are continually being sought. Occupancy rates vary by route. This is analyzed later in this element.

Broward County has installed and maintains bus benches and shelters at some of the stops.

Pedestrian access to bus routes is generally very good, as the City provides a nearly complete sidewalk system on all roadways.

C. Concurrency Management System

The Concurrency Management System (CMS) is implemented by the Department of Environmental and Engineering Services. The CMS provides a development order or permit shall be issued when a roadway exceeds its adopted LOS standard provided one or more of the mitigation measures apply.

The Goals, Objectives, and Policies section provides further details regarding the CMS and measures overcapacity roadways.

TRANSPORTATION ANALYSIS

ANALYSIS OF EXISTING TRANSPORTATION SYSTEM:

A) LIMITED ACCESS FACILITIES

One Limited Access Highway borders the City of Margate. The State of Florida Department of Transportation Turnpike District maintains the roadway.

1) FLORIDA TURNPIKE

a) Facility Description

Discussion – The Florida Turnpike generally borders a small portion of the southeastern boundary of Margate. A total of approximately .34 miles of the Florida Turnpike abuts the City limits. The Florida Turnpike extends north to Wildwood in Central Florida and south to Florida City in southern Dade County. The roadway is a six (6) lane divided principal arterial adjacent to the City.

The Florida Turnpike is well paved and clearly marked with traffic lane striping. The roadway is “super elevated” and adequate drainage exists.

The State of Florida Department of Transportation Turnpike District maintains the Florida Turnpike.

Traffic signalization - there are no traffic signals. There is a toll plaza just south of the City Limits.

Adjoining land uses/access – The City of Margate is only adjacent to the Florida Turnpike for a short stretch. The adjoining land uses where the Florida Turnpike abuts the City limits of Margate is predominantly single-family residential. Access to the Florida Turnpike can only be made at Coconut Creek Parkway and Sample Road to the north and Commercial Boulevard to the south.

b) Present Level of Service

The roadway segment of the Florida Turnpike that abuts the southeastern City limits of Margate currently is handling 71,200 trips per day (TPD). The established Level of Service (LOS) volume for the Florida Turnpike is 103,600 TPD at LOS D. This results in a current operating LOS of C.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic counts will increase steadily, but will not exceed capacity. The estimate is 81,200 north of Commercial Boulevard, 73,000 north of Atlantic Boulevard, 84,300 north of Coconut Creek Parkway and 80,700 north of Sample Road. Broward County's estimated LOS D capacity for this roadway is 93,000 TPD. This would result in a LOS C on all segments.

d) Proposed Improvements

The Broward County Metropolitan Planning Organization (MPO) FY 2002/03 – FY 2006/07 Transportation Improvement Program (TIP) includes the addition of two lanes from Atlantic Boulevard to the Sawgrass Expressway. This improvement is programmed for FY 2006/07.

B) ARTERIAL ROADWAYS

Several arterial roadways provide travel both through and within the City of Margate. These roadways are part of Broward County's system and are maintained by either the State of Florida and/or Broward County.

1) SR7/US441

a) Facility Description

Discussion – SR7/US441 is the eastern most north/south arterial located in Margate. SR7/US441 initiates in North Dade County and extends across the State of Florida northward into Georgia. The portion of this roadway that exists within the City limits begins at the northern City limits at Sample Road, and traverses south to the southern City limits at Kimberly Boulevard/SW 11th Street. The roadway is constructed as a six (6) land divided facility, with a 200' wide right-of-way. Its length within the City limits is approximately four (4) miles. Concrete sidewalks abut both sides of the road almost its entire length, and adequate drainage exists. The road is built at grade except that an overpass exists over Sample Road with entrance/exit ramps.

The pavement is in good condition. There are a total of ten (10) traffic control signals, for an average of approximately 2.5 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- NW 31st Street

- Colonial Drive
- Winfield Boulevard
- Royal Palm Boulevard/Copans Road
- Coconut Creek Parkway
- Margate Boulevard
- West Atlantic Boulevard
- Southgate Boulevard
- Forest Boulevard/SW 7th Street
- Kimberly Boulevard/SW 11th Street

All traffic signals are operated and maintained by either Broward County or FDOT.

In addition, there are traffic signals at both entrance/exit ramps from SR7/US441 to Sample Road. These signals do not impede through movements on SR7/US441.

Adjoining land uses/access - Adjoining land uses are predominantly commercial. However, there are a few multi-family land uses scattered throughout the length of the roadway. SR7/US441 provides access to these uses at numerous driveway openings as much of the existing development occurred prior to current access restrictions.

b) Present Level of Service

The roadway segment north of Southgate Boulevard is currently handling 53,900 TPD. The roadway segment north of Atlantic Boulevard is currently handling 56,200 TPD. The roadway segment north of Margate Boulevard is currently handling 56,200 TPD. The roadway segment north of Royal Palm Boulevard is currently handling 52,000 TPD. The roadway segment north of Sample Road is currently handling 49,000 TPD. The established LOS D volume for SR7/US441 is 49,200 TPD from north of Southgate Boulevard to north of Royal Palm Boulevard, and 53,500 TPD north of Sample Road. This results in a current operating LOS of F from north of Southgate Boulevard to north of Royal Palm Boulevard, and LOS C north of Sample Road. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic counts will increase somewhat significantly. It is felt the County estimates may be high given the built out nature of the City and surrounding areas. The County estimates that volumes will be 53,400 TPD north of Kimberly Boulevard, 61,000 TPD north of Southgate

Boulevard, 61,600 TPD north of Atlantic Boulevard, 60,200 north of Margate Boulevard, 46,500 TPD north of Royal Palm Boulevard and 56,000 north of Sample Road. The estimated LOS D capacity for this roadway is 49,200 TPD from Kimberly Boulevard to Sample Road and 53,500 TPD north of Sample Road. This results in LOS F from Kimberly Boulevard to Margate Boulevard, LOS D north of Royal Palm Boulevard and LOS F north of Sample Road. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to the road per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program (TIP).

2) **SAMPLE ROAD**

a) Facility Description

Discussion – Sample Road is the northern most east/west arterial located in Margate. This roadway extends from east of US 1 in Lighthouse Point west to the Sawgrass Expressway in Coral Springs adjacent to the Everglades. The portion of this roadway that exists adjacent to the City limits begins at the eastern City limits at Banks Road and traverses west to the western City limits near Riverside Drive. Some portions of the road between the limits mentioned above are totally within the City of Coral Springs. The roadway is constructed as a six (6) lane divided facility, with a 200' wide right-of-way. Its length in close proximity and adjacent to the City limits is approximately 2.72 miles. Concrete sidewalks abut the south side of the road almost its entire length within the City limits, and adequate drainage exists. SR7/US441 passes over Sample Road north/south and entrance/exit ramps exist.

The pavement is in excellent condition. There are a total of seven (7) traffic control signals on Sample Road, for an average of approximately two and one-half (2.5) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- NW 54th Avenue/Wochna Boulevard
- East of SR7/US441 (entrance/exit ramps)
- West of SR7/US441 (entrance/exit ramps)
- NW 62nd Avenue/Turtle Creek Drive
- Rock Island Road
- Holiday Springs Boulevard

- Riverside Drive

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are commercial, single-family residential, multi-family residential, a High School at Riverside Drive in the City of Coral Springs and passive open space. Sample Road provides access to these uses at limited controlled locations. There is access to the Sawgrass Expressway, Florida Turnpike and I-95 from Sample Road.

b) Present Level of Service

The roadway segment east of Riverside Drive currently is handling 50,876 TPD. The roadway segment west of SR7/US441 is currently handling 46,378 TPD. The roadway segment east of SR7/US441 is currently handling 60,000 TPD. The established LOS D volume for Sample Road is 56,100 TPD between Riverside Drive and SR7/US441 and 53,500 TPD east of SR7/US441. This results in a current operating LOS of C east of Riverside Drive, LOS B west of SR7/US441 and LOS F east of SR7/US441. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will increase significantly in some instances. Again, it is felt that some of the County's forecasts are not feasible given the built out nature of the City and surrounding areas. The County estimates that there will be 52,700 TPD east of Riverside Drive, 47,300 TPD west of SR7/US441 and 43,200 TPD east of SR7/US441. Broward County's estimated LOS D capacity for this roadway is 56,100 TPD west of SR7/US441 and 53,500 east of SR7/US441. This results in an LOS C from Riverside Drive to SR7/US441 and LOS B east of SR7/US441. It is extremely unlikely the LOS east of SR7/US441 will improve to LOS B when the current LOS is F. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to the road per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through FY 2006/07 Transportation Improvement Program (TIP).

3) **COPANS ROAD**

a) Facility Description

Discussion – Copans Road is a centrally located east/west arterial located in eastern Margate. The road extends from US 1 in the City of Pompano Beach west to but not connecting to the Sawgrass Expressway in the City of Coral Springs. The portion of this roadway that exists within the City limits begins at the eastern City limits near Banks Road, and traverses west until turning into Royal Palm Boulevard at SR7/US441. The roadway is constructed as a four (4) lane divided facility, with a 120' wide right-of-way. Its length within the City limits is approximately one-half (.50) miles. Concrete sidewalks abut both sides of the road almost its entire length within the City limits, and adequate drainage exists.

The pavement is in very good condition. There are a total of two (2) traffic control signals on Copans Road, for an average of approximately two (2) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Banks Road
- SR7/US441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are commercial and industrial. Copans Road provides access to several commercial and industrial uses along its frontage mostly at side streets. There is access to I-95 from Copans Road.

b) Present Level of Service

The roadway segment east of SR7/US441 is currently handling 35,244 TPD. The established LOS D volume for Copans Road is 35,700 TPD. This results in a current operating LOS of D east of SR7/US441. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will increase somewhat significantly by 2015, but not exceed capacity. Again, the increase may be overly estimated because of the builtout nature of the City and surrounding areas. The County forecasts that there will be approximately 45,500 TPD east of SR7/US441. Broward County's estimated LOS D capacity for this

roadway is 53,500 TPD as a six (6) lane roadway (future widening). This results in an LOS C east of SR7/US441. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are currently no physical improvements scheduled to Copans Road per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program (TIP). The roadway will need to be widened to six (6) lanes to accommodate existing and future projected traffic.

4) **COCONUT CREEK PARKWAY**

a) Facility Description

Discussion – Coconut Creek Parkway is a central eastern east/west arterial located in Margate. The roadway extends from SR7/US441 eastward into Pompano Beach with a roadway name change to Hammondville Road at the Turnpike entrance. The portion of this roadway that exists within the City limits begins at the eastern City limits at Banks Road and traverses west until its terminus at SR7/US441. The roadway is constructed as four (4) lane undivided facility with a common center turning lane except at SR7/US441 where the roadway is divided, with a 106' wide right-of-way. Its length within the City limits is approximately one-half (.50) miles. Coconut Creek Parkway has concrete sidewalks abutting both side of the roadway its entire length within the City limits. Adequate drainage exists on Coconut Creek Parkway.

The pavement is in good condition. There are a total of three (3) traffic control signals on Coconut Creek Parkway, for an average of three (3) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Banks Road
- Lakeside Drive
- SR7/US441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are predominantly commercial with access to a multifamily development at the traffic signal at Lakeside Drive. Coconut Creek Parkway provides direct access to several commercial uses within the City.

There is access to the Florida Turnpike from Coconut Creek Parkway.

b) Present Level of Service

The roadway segment east of SR7/US441 currently is handling 27,464 TPD. The established LOS volume for Coconut Creek Parkway on this segment is 31,100 TPD at LOS D. This results in a current operating LOS of D east of SR7/US441. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic counts will increase slightly on this roadway. The estimate is 28,100 TPD east of SR7/US441. This results in a projected operating LOS of D east of SR7/US441. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Coconut Creek Parkway per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program (TIP).

5) **WEST ATLANTIC BOULEVARD**

a) Facility Description

Discussion – Atlantic Boulevard is the southern most east/west arterial located in Margate. This roadway extends from Ocean Boulevard at the Atlantic Ocean in Pompano Beach west to the Sawgrass Expressway in the City of Coral Springs. The portion of this roadway that exists within Margate begins east of Banks Road, and traverses west until exiting the City limits west of NW 80th Terrace into to the City of Coral Springs. The roadway is constructed as a six (6) lane divided facility, with a 120' wide right-of-way. Its length within the City limits is approximately two and one-third (2.33) miles. Atlantic Boulevard has concrete sidewalks on both sides of the entire roadway, and adequate drainage exists.

The pavement is in good condition. There are a total of nine (9) traffic control signals on Atlantic Boulevard, for an average of over three and one-half (3.50) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Banks Road
- Lakewood Circle
- SR7/US441
- NW 66th Avenue
- Mid-block between NW 69th Terrace/NW 70th Way (school crossing)
- Rock Island Road
- Driveway entrance to Palm Lakes Plaza/Oriole Gardens MFR
- NW 76th Avenue
- NW 80th Terrace

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – There are several different adjoining land uses; single-family residential, multi-family residential, commercial, office park, parks and recreation and open space. West Atlantic Boulevard provides direct access to several residential developments as well as commercial uses. There is access to the Sawgrass Expressway, I-95 and limited access to the Turnpike.

b) Present Level of Service

The roadway segment east of Rock Island Road currently is handling 45,600 TPD. The roadway segment east of SR7/US441 currently is handling 48,500 TPD. The established LOS volume for Atlantic Boulevard for its entire length within the City limits is 49,200 TPD at LOS D. This results in a current operating LOS D . For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase slightly on this roadway. The estimates are 45,600 TPD east of Riverside Drive, 39,600 east of Rock Island Road and 53,100 TPD east of SR7/US441. Broward County's estimated LOS D capacity for this roadway is 49,200 TPD. This would result in a projected operating LOS of D for the western segment, LOS C east of Rock Island Road and LOS F east of SR7/US441. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Atlantic Boulevard per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program

(TIP). The roadway is physically constrained from further widening, therefore, intersection and access restrictions could only affect operating characteristics. Due to these constraints, the Atlantic Boulevard corridor has been analyzed as part of Broward County Congestion Management System. The Broward County Congestion Management System is a systematic process established by the Federal Highway Administration to monitor and analyze the magnitude of congestion in a multi-nodal transportation system. The Congestion Management System Plan is a set of implementable congestion management strategies. To effectively relieve congestion and provide improved mobility on these corridors, the recommendations listed in this Congestion Management System Plan would have to be implemented. The projects listed in this document have been presented as candidates for inclusion in the Broward County's priority list of the Transportation Improvement Program (TIP). A specifically recommended improvement is warranted to increase the length of the left turn westbound storage lane at Rock Island Road.

6) **ROCK ISLAND ROAD**

a) Facility Description

Discussion – Rock Island Road is the most western north/south arterial in Margate. This roadway extends from Wiles Road in northern Coral Springs south to Oakland Park Boulevard in the City of Lauderhill. This roadway enters the northern City limits at Sample Road, and traverses south to the southern City limits at Forest Boulevard(SW 7th Street). This roadway is constructed as a four (4) lane divided collector with an 110' wide right-of-way. Its length within the City limits is approximately three (3) miles. Concrete sidewalks exist on both sides of the roadway for almost its entire length within the City limits. However, the section between Royal Palm Boulevard and south of Margate Boulevard on the east side of the roadway is missing sidewalks. No development exists along this section as a major FPL Transmission Line corridor abuts the road. Adequate drainage exists on Rock Island Road.

The pavement is in very good condition. There are a total of nine (9) traffic control signals on Rock Island Road, for an average of approximately three (3) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- Sample Road
- Holiday Springs Boulevard

- Royal Palm Boulevard
- NW 18th Street
- Margate Boulevard
- West Atlantic Boulevard
- NW 1st Street
- Southgate Boulevard
- Forest Boulevard(SW 7th Street)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - There are several different adjoining land uses; single-family residential, multi-family residential, commercial, commercial recreation, office park, parks and recreation, open space and community facilities. Rock Island Road provides access to several residential areas as well as commercial areas and parks. A frontage road exists for single family homes on the west side of the roadway south of Margate Boulevard. Other uses have direct access.

b) Present Level of Service

The roadway segment north of Southgate Boulevard currently is handling 35,400 TPD. The roadway segment north of Royal Palm Boulevard currently is handling 23,100 TPD. The roadway segment north of Sample Road currently is handling 10,100 TPD. The established LOS D volume for Rock Island Road is 31,100 TPD This results in a current operating LOS of F north of Southgate Boulevard, LOS D north of Royal Palm Boulevard and LOS C north of Sample Road. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will increase significantly by 2015. Again, the increase may be overly estimated because of the built out nature of the City and surrounding areas. The estimates are 59,000 TPD north of Southgate Boulevard, 54,400 TPD north of Atlantic Boulevard and 23,400 TPD north of Royal Palm Boulevard. Only 12,976TPD are forecasted north of Sample Road. Broward County's estimated LOS D capacity for this roadway is 46,800 TPD north of Atlantic Boulevard and 31,100 TPD south of Atlantic Boulevard. This would result in a projected LOS of F north of Southgate Boulevard, LOS F north of Atlantic Boulevard, LOS D north of Royal Palm Boulevard and LOS C north of Sample Road. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Rock Island Road per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvements Program (TIP). There is a severe need to widen the roadway south of West Atlantic Boulevard to a six (6) lane facility.

7) **SOUTHGATE BOULEVARD**

a) Facility Description

Discussion – Southgate Boulevard is an east/west arterial roadway located in the southern part of Margate. Southgate Boulevard begins at SR7/US441 and traverses west until exiting the City limits into the City of North Lauderdale and extending west into the City of Tamarac deadending at the Sawgrass Expressway (no connection). This roadway is constructed as a four (4) lane mostly undivided roadway with an 106' wide right-of-way. Its length within the City limits is approximately two and three-quarters (2.75) miles. Southgate Boulevard has concrete sidewalks on both sides of the roadway from its beginning at SR7/US441 to Rock Island Road. However, the segment west of Rock Island Road only has concrete sidewalks on the north side of the roadway. Adequate drainage exists on Southgate Boulevard.

The pavement is in good condition. There are two (2) traffic control signals on Southgate Boulevard, for an average of less than one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- SR7/US441
- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominantly single-family residential. Southgate Boulevard provides direct access to mainly single family residential developments. However, there are some small areas of commercial and open space.

b) Present Level of Service

The roadway segment east of Rock Island Road currently is handling 20,580 TPD while the segment east of SW 81 Avenue

currently is handling 27,000 TPD. The established LOS for Southgate Boulevard at LOS D is 21,700 TPD for the entire length of the roadway that is within the City limits. This results in a current Level of Service of LOS D and LOS F respectively. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will decrease by 2015. The projections are 25,600 TPD east of SW 81st Avenue and 17,400 TPD east of Rock Island Road. Broward County's estimated LOS D capacity for this roadway is 21,700 TPD. This would result in a projected LOS F east of SW 81st Avenue and LOS D east of Rock Island Road. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Southgate Boulevard per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program (TIP).

8) **ROYAL PALM BOULEVARD**

a) Facility Description

Discussion – Royal Palm Boulevard is a centrally located east/west arterial roadway in Margate. Royal Palm Boulevard begins at SR7/US441 and traverses west until exiting the City limits near Riverside Drive into the City of Coral Springs. East of SR7/US441 Royal Palm Boulevard is known as Copans Road. This roadway is constructed as a four (4) lane divided roadway with an 106' wide right-of-way. Its length within the City limits is approximately two (2) miles. Concrete sidewalks exist on both sides of the entire roadway. Adequate drainage exists on Royal Palm Boulevard.

The pavement is in good condition. There are four (4) traffic control signals on Royal Palm Boulevard, for an average of two (2) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations.

- SR7/US441
- NW 65th Avenue
- Rock Island Road
- Riverside Drive (not within City)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – There are several different adjoining land uses; single-family residential, multi-family residential, commercial, parks and recreation, open space and community facilities. Royal Palm Boulevard provides access to several residential and commercial developments. There are frontage roads between the front facing single family uses while the other uses either have direct driveway access or access from side streets.

b) Present Level of Service

The roadway segment east of Riverside Drive currently is handling 37,187 TPD. The roadway segment east of Rock Island Road currently is handling 35,980 TPD. The established LOS D volume for the entire length of the roadway that exists within the City limits is 35,700 TPD. This results in a current operating LOS of F for all roadway segments in the City. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will decrease by 2015, which is unlikely. The projections are 36,300 TPD east of Riverside Drive and 31,400 TPD east of Rock Island Road. Broward County's estimated LOS D capacity for this roadway is 35,700 TPD. This results in a projected LOS F east of Riverside Drive and LOS C east of Rock Island Road. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Royal Palm Boulevard per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvements Program (TIP). Although widening may be impossible because of right-of-way constraints. Some localized improvements should be studied. A longer westbound left turn lane at Rock Island Road is warranted, possibly with dual lefts for peak hour movements.

9) **MARGATE BOULEVARD**

a) Facility Description

Discussion - Margate Boulevard is an east/west arterial roadway located in the central section of Margate. Margate

Boulevard begins to the east at SR7/US441 and traverses west to NW 80th Avenue. At a time it was proposed to extend the roadway across a major canal into the City of Coral Springs aligning with Shadow Wood Boulevard but both roads terminate at the canal. This roadway is constructed as a four (4) lane divided local collector with a 106' wide right of way. Its length within the City limits is approximately two (2) miles. Concrete sidewalks exist on both sides of the entire length of the roadway. Adequate drainage exists on Margate Boulevard.

The pavement is in fair condition. There are two (2) traffic control signals on Margate Boulevard, for an average of one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- SR7/US441
- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, commercial recreation, community facilities, parks and recreation and open space. Margate Boulevard provides direct access to several residential developments within the City as well as City Hall. There is access to one (1) major arterial, SR7/US441.

b) Present Level of Service

The roadway segment west of SR7/US441 currently is handling 11,171 TPD. The established LOS D volume for Margate Boulevard is 21,700 TPD. This results in a current operating LOS of D west of SR7/US441. The traffic volumes on the western segment are substantially lower. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic will increase somewhat significantly by 2015. It is believed the County data is noted incorrectly in their new Transportation Element. Again, the increase may be overly estimated because of the built out nature of the City and surrounding areas. The estimate is 16,996 TPD west of SR7/US441. Broward County's estimated LOS D

capacity for this roadway is 21,700 TPD. This results in a projected LOS of D west of SR7/US441. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Margate Boulevard per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvement Program (TIP).

10) **BANKS ROAD**

a) Facility Description

Discussion – Banks Road a north/south urban arterial roadway located in the northeastern corner of Margate. Banks Road begins to the north at Sample Road and traverses south to its terminus at West Atlantic Boulevard. This roadway is constructed as a four (4) lane urban local collector with a 106' wide right of way. Its length within the City limits is approximately two and three-quarter (2.75) miles. Concrete sidewalks exist on a majority of both sides of the roadway, except for a small segment north and south of Coconut Creek Parkway. Adequate drainage exists for Banks Road.

The pavement is in good condition. There are three (3) traffic control signals on Banks Road, for an average of just over one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following location:

- Royal Palm Boulevard/Copans Road
- Coconut Creek Parkway
- West Atlantic Boulevard

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, industrial and community facilities. Banks Road provides access to developments at controlled driveways or side streets within the City.

b) Present Level of Service

The roadway segment north of Atlantic Boulevard currently is handling 16,001 TPD. The roadway segment south of Sample Road

currently is handling 6,279 TPD. The established LOS volume for the entire length of Banks Road is 21,700 TPD at LOS D. This results in a current ADT operating LOS of D and C, respectively. For peak hour information see Table II-4 and II-5B.

c) Future Level of Service

The Broward County Year 2015 traffic projections estimate that traffic counts will increase somewhat significantly north of Atlantic Boulevard. It is felt the County estimates may be high given the builtout nature of the City and surrounding areas. The County estimates that the volumes will be 23,000 TPD north of Atlantic Boulevard. However, the projections are for 4,500 TPD north of Copans Road which represents a decrease in traffic on this segment. Broward County's LOS D capacity for this roadway is 21,700 TPD. This results in LOS E north of Atlantic Boulevard and LOS C north of Copans Road. For peak hour projections see Table II-5B.

d) Proposed Improvements

There are no improvements scheduled to Banks Road in the City of Margate per the Broward County Metropolitan Planning Organization (MPO) FY 2002/03 through 2006/07 Transportation Improvements Program(TIP). There is an intersection problem at Sample Road where volumes on Sample Road inhibit safe and/or timely turning movements on Banks Road. It is suggested a traffic signal study be prepared for this intersection.

C) COLLECTOR ROADWAYS

Several collector roadways provide travel within the City of Margate. The City of Margate maintains these roadways.

1) HOLIDAY SPRINGS BOULEVARD

a) Facility Description

Discussion – Holiday Springs Boulevard is a loop north/south and east/west collector roadway in northwestern Margate. Holiday Springs Boulevard begins at the northern City limits at Sample Road and traverses south and then east to its terminus at Rock Island Road. This roadway is constructed as a four (4) lane divided urban local collector. Its length within the City limits is approximately one and three-quarter (1.75) miles. Concrete sidewalks exist on both sides of the roadway except for a small segment south of Sample Road behind the commercial area. Adequate drainage exists on Holiday Springs Boulevard.

The pavement is in good condition. There are two (2) traffic control signals on Holiday Springs Boulevard, for an average of less than one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following location.

- Sample Road
- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – There are several different adjoining land uses; single-family residential, multi-family residential, commercial, commercial recreation (golf course) and recreation and open space. Holiday Springs Boulevard provides direct access to several residential and commercial developments as well as parks.

b) Present Level of Service

The roadway segment west of Rock Island Road currently is handling 5,600 TPD. The established LOS D volume for the roadway is 35,700. This results in a current operating LOS of A.

c) Future Level of Service

Traffic volumes on Holiday Springs Boulevard are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Holiday Springs Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to Holiday Springs Boulevard scheduled to be completed within the FY 2001/02 to FY 2005/06 planning period.

2) **NORTH/SOUTH BAY DRIVE**

a) Facility Description

Discussion – North/South Bay Drive is an east/west and north/south loop collector roadway located in northern Margate. The roadway is completely within the Coral Bay community. North/South Bay Drive connects on the east to NW 62nd Avenue and to Rock

Island Road via NW 30th Street on the west. This roadway is constructed as a two (2) lane local collector with a 60' wide right-of-way. Its length within the City limits is approximately two (2) miles. Internal concrete sidewalks exist on North/South Bay Drive. Adequate drainage exists on North/South Bay Drive.

The pavement is in excellent condition. There are no traffic control signals on North/South Bay Drive. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic signals on North/South bay Drive, except for traffic control signs.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential and parks and recreation. North/south Bay Drive provides access to several residential developments as well as parks at controlled access points.

b) Present Level of Service

Information relating to the number of vehicles utilizing North/South Bay Drive is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand. The roadway is privately owned.

c) Future Level of Service

Traffic volumes on North/South Bay Drive are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that North/South Bay Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to North/South Bay Drive scheduled to be completed within the FY 2001/02 to FY 2005/06 planning period. However, the City will be initiating the closing of three (3) entranceways on North/South Bay Drive within the planning period.

3) **NW 62ND AVENUE/NW 31ST STREET**

a) Facility Description

Discussion – NW 62nd Avenue and NW 31st Street comprise a north/south semi-loop collector roadway located in northeastern Margate. NW 62nd Avenue begins to the north at Sample Road and enters the City limits just north of North Bay Drive, and traverses south until becoming NW 31st Street west of SR7/US441. This roadway is constructed as a four (4) lane urban local collector. Its length within the City limits is approximately two-thirds (.66) miles. Concrete sidewalks exist on both sides of the roadway, except for a small segment on the south side south of North Bay Drive. Adequate drainage exists on NW 62nd Avenue.

The pavement is in good condition. There are two (2) traffic control signals on NW 62nd Avenue/NW 31st Street, for an average of two per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following location:

- Sample Road
- SR7/US441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential (Coral Bay) and commercial (Home Depot). Access to the Coral Bay community is at North Bay Drive and South Bay Drive only. Access to other adjoining land uses is a controlled driveway.

b) Present Level of Service

Information relating to the number of vehicles NW 62nd Avenue and NW/31st Street is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 62nd Avenue/NW 31st Street are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that the roadway will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 62nd Avenue scheduled to be completed within the long or short range planning periods.

4) **NW 54TH AVENUE/NW 31ST STREET (aka PERIMETER ROAD)**

a) Facility Description

Discussion – NW 54th Avenue/NW 31st Street is a north/south semi-loop collector roadway located in northeastern Margate. NW 54th Avenue enters the City limits to the north at Sample Road and traverses south until becoming NW 31st Street east of SR7/US441. This roadway is constructed as a four (4) lane urban local collector. Its length within the City limits is approximately two thirds of (.66) a mile. Concrete sidewalks exist on the both sides of the roadway. Adequate drainage exists on NW 54th Avenue.

The pavement is in good condition. There are two (2) traffic control signals on NW 54th Avenue/NW 31st Street. For an average of two (2) miles. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following location:

- Sample Road
- SR7/US441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are multi-family residential and commercial. NW 54th Avenue provides access to one multi-family residential development with the balance access to Peppertree Plaza and the Lexus dealership. Much of the remaining adjoining lands will remain a passive tree preserves.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 54th Avenue NW 31st Street is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at a high level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes on NW 54th Avenue/NW 31st Street are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that the roadways will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 54th Avenue or NW 31st Street scheduled to be completed within the long or short range planning periods.

5) **NW 30th STREET**

a) Facility Description

Discussion – NW 30th Street is generally an east-west collector roadway located in northern Margate. NW 30th Street begins to the east at North/South Bay Drive and traverses west to its terminus at Rock Island Road. This roadway is constructed as a two (2) lane local collector with a 60' wide right-of-way. Its length within the City limits is approximately one-third (.33) miles. Concrete sidewalks exist on both sides of the roadway. Adequate drainage exists on NW 30th Street.

The pavement is in good condition. There are no traffic control signals on NW 30th Street. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic signals on NW 30th Street, except for traffic control signs

Adjoining land uses/access - Adjoining land uses are single-family residential and open space. NW 30th Street provides access to several residential developments at controlled side streets.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 30th Street is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes on NW 30th Street are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that NW 30th Street will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 30th Street scheduled to be completed within the long or short range planning periods.

6) **CORAL GATE BOULEVARD**

a) Facility Description

Discussion – Coral Gate Boulevard is an east/west collector roadway located in northeastern Margate. Coral Gate Boulevard begins approximately one block east of Banks Road and traverses west to its terminus at SR7/US441. This roadway is constructed as a four (4) lane divided urban local collector. Its length within the City limits is approximately one-half (.50) miles. Concrete sidewalks exist on both sides of the roadway except for a small segments east of SR7/US441. Adequate drainage exists on Coral Gate Boulevard.

The pavement is in good condition. There are no traffic control signals on Coral Gate Boulevard. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic control signals on Coral Gate Boulevard, except for traffic control signs.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and parks and recreation. Coral Gate Boulevard provides access to several residential and commercial developments within the City, however, access is provided at controlled access points.

b) Present Level of Service

Information relating to the number of vehicles utilizing Coral Gate Boulevard is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at a high level of service given the current traffic demand.

c) Future Level of Service

Traffic Volumes of Coral Gate Boulevard are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Coral Gate Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to Coral Gate Boulevard scheduled to be completed within the short or long range planning periods.

7) **COLONIAL DRIVE**

a) Facility Description

Discussion – Colonial Drive is an east-west collector roadway located in the northern portion of the City. Colonial Drive begins to the east at SR7/US441, and generally traverses west past the Northwest Regional Hospital Complex connecting to a Mobile Home Community. Only a small eastern segment of the roadway is a collector. This roadway is constructed as a two (2) lane urban local collector with an 60' wide right-of-way. Its entire length within the City limits is approximately three-quarter (.75) miles. Concrete sidewalks exist on both side of Colonial Drive. Adequate drainage exists on Colonial Drive.

The pavement is in good condition. There is one (1) traffic control signal on Colonial Drive, for an average of one (1) per three-quarter miles. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following location:

- SR7/US411

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses include the Northwest Regional Hospital Complex and Mobile homes.

b) Present Level of Service

Information relating to the number of vehicles utilizing Colonial Drive is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the

roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic Volumes of Colonial Drive are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Colonial Drive will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to Colonial Drive scheduled to be completed within the long or short range planning periods.

8) **WINFIELD BOULEVARD**

a) Facility Description

Discussion – Winfield Boulevard is an east-west collector roadway located in the north central portion of the City. Winfield Boulevard begins to the east at SR7/US441, and traverses west to the one mile canal, where it ends. However, this roadway is only considered a collector up to its intersection with NW 63rd Avenue. This roadway is constructed as a two (2) lane urban local collector. Its length within the City limits is approximately one (1) mile. Concrete sidewalks exist on both sides of Winfield Boulevard for its entire length. Adequate drainage exists on Winfield Boulevard.

The pavement is in good condition. There is one (1) traffic control signal on Winfield Boulevard, for an average of one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following location:

- SR7/US441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, parks and recreation and utilities. Winfield Boulevard provides direct access to several residential developments including individual single family lots as well as commercial centers and parks within the City.

b) Present Level of Service

Information relating to the number of vehicles utilizing Winfield Boulevard is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of Winfield Boulevard are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Winfield Boulevard will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to Winfield Boulevard scheduled to be completed within the long or short range planning periods.

9) **NW 63rd AVENUE**

a) Facility Description

Discussion – NW 63rd Avenue is a north/south collector roadway located in the north central portion of the City. NW 63rd Avenue begins to the north at Winfield Boulevard, and traverses south, until it reaches Royal Palm Boulevard. This roadway is constructed as a two (2) lane local collector. Its length within the City limits is approximately one-third (.33) miles. Concrete sidewalks exist on both sides of the roadway. Adequate drainage exists on NW 63rd Avenue.

The pavement is in good condition. There are no traffic control signals on NW 63rd Avenue. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – There are no traffic control signals on NW 63rd Avenue, except for traffic control signs.

Adjoining land uses/access - Adjoining land uses are predominately single-family residential. However, there are some parks and recreation uses as well. NW 63rd Avenue provides direct

access to several single family developments within the City. There is no access to any major arterials.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 63rd Avenue is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 63rd Avenue are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that NW 63rd Avenue will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 63rd Avenue scheduled to be completed within the long or short range planning periods.

10) **NW 66th AVENUE**

a) Facility Description

Discussion – NW 66th Avenue is a north/south collector roadway located in central Margate. As a collector, NW 66th Avenue begins to the north at NW 18th Street, and traverses south until it reaches West Atlantic Boulevard. This roadway is constructed as a two (2) lane local collector. Its length as a collector within the City limits is approximately one (1) mile. Concrete sidewalks exist on both sides of the roadway. Adequate drainage exists on NW 66th Avenue.

The pavement is in good condition. There is one (1) traffic control signal on NW 66th Avenue, for average of approximately one (1) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exist at the following location:

- West Atlantic Boulevard

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are predominantly single-family residential, with limited community facilities, parks and recreation and utilities. NW 66th Avenue provides direct access to several residential and commercial developments within the City as well as parks.

b) Present Level of Service

Information relating to the number of vehicles NW 66th Avenue is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 66th Avenue are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that NW 66th Avenue will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 66th Avenue scheduled to be completed within the long or short range planning periods.

11) **NW 18TH STREET**

a) Facility Description

Discussion – Portions of NW 18th Street serve as linkages to the local collector roadway system located in the central portions of Margate. NW 18th Street is a platted road right-of-way between SR7/US441 extending west some two (2) miles to NW 80th Avenue. The built roadway is not continuous with a footbridge only connection between East River Drive and West River Drive and no connection over the canal west of NW 68th Avenue. However, only two (2) segments of this roadway are classified as a local collector roadway. First, is a small segment that connects NW 65th Avenue to NW 66th Avenue. Second, is the segment from Rock Island Road to NW 80th Avenue. This roadway is constructed as a two (2) lane local collector with a 60' wide right of way. The length of the entire roadway within the City limits is approximately one and three-quarter (1.75) miles. Concrete sidewalks exist on a majority of both sides of the entire roadway. However, the segment on the south side of the roadway

east of Rock Island Road to NW 66th Avenue only has a sidewalk on the north side of the roadway. Adequate drainage exists for NW 18th Street.

The pavement is in good condition. There is one (1) traffic control signal for the portions of NW 18th Street that are a local collector roadway. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following location:

- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are primarily single-family residential on the western segment and multi-family residential on the western segment with community facilities, (school) parks and recreation and open space. NW 18th Street provides direct access to numerous single family lots with common driveway access to the other developments within the City.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 18th Street is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at a high level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 18th Street are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed and the roadways limited length. Therefore, it is anticipated that NW 18th Street will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 18th Street scheduled to be completed within the long or short range planning periods.

12) **NW 76th AVENUE**

a) Facility Description

Discussion – NW 76th Avenue is an urban local collector roadway located in the southwestern section of Margate. NW 76th Avenue begins to the north at Margate Boulevard, and traverses south crossing west Atlantic Boulevard until it reaches NW 1st Street. This roadway is constructed as a two (2) lane urban local collector with a 60' wide right of way. Its length within the City limits is approximately one-half (.50) miles. Concrete sidewalks exist on both sides for a majority of the roadway, except for a segment on the east side, south of Margate Boulevard. Adequate drainage exists for NW 76th Avenue.

The pavement is in good condition. There is one (1) traffic control signal on NW 76th Avenue, for an average of one (1) per one-half (.50) miles. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exist at the following location:

- West Atlantic Boulevard

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and commercial recreation. NW 76th Avenue provides direct access to the single family residential uses but common driveways to the multifamily uses and commercial developments within the City. There is access to one (1) major arterial, West Atlantic Boulevard.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 76th Avenue is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 76th Avenue are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed and the roadways limited length. Therefore, it is anticipated that NW 76th Avenue will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 76th Avenue scheduled to be completed within the long or short range planning periods.

13) **NW 1ST STREET**

a) Facility Description

Discussion – NW 1st Street is a local collector roadway located in the southwestern section of Margate. NW 1st Street begins to the west at NW 76th Avenue, and traverses east across Rock Island Road to its terminus at NW 69th Terrace. Only the segment west of Rock Island Road is considered a local collector. This roadway is constructed as a two (2) lane local collector with an 60' wide right of way. Its length within the City limits is approximately one-third (.33) miles. Concrete sidewalks exist on both sides of the entire length of the roadway. Adequate drainage exists for NW 1st Street.

The pavement is in good condition. There is one (1) traffic control signal on NW 1st Street, for an average of one (1) per one-third (.33) miles. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exist at the following location:

- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are multi-family residential and commercial recreation. NW 1st Street provides access to mainly multi-family developments within the City.

b) Present Level of Service

Information relating to the number of vehicles utilizing NW 1st Street is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of NW 1st Street are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that NW 1st Street will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to NW 1st Street scheduled to be completed within the long or short range planning periods.

14) **FOREST BOULEVARD (SW 7th STREET)**

a) Facility Description

Discussion – Forest Boulevard (SW 7th Street) is an east/west local collector roadway located in the south-central section of Margate. Forest Boulevard(SW 7th Street) begins to the east at SR7/US441 and traverses west until it reaches its terminus within the City limits at Rock Island Road. This roadway is constructed as a two (2) lane urban local collector with a 60' wide right of way. Its length within the City limits is approximately one (1) mile. Concrete sidewalks exist on a majority of both sides of the entire roadway within the City limits. Adequate drainage exists for Forest Boulevard/(SW 7th Street).

The pavement is in good condition. There are two (2) traffic control signals on Forest Boulevard/(SW 7th Street), for an average of two (2) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- SR7/US441
- Rock Island Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are primarily single-family residential, with some multi-family residential and commercial. Forest Boulevard (SW 7th Street) provides direct driveway access to several single family residential developments and more controlled common driveways to other land uses within the City.

b) Present Level of Service

Information relating to the number of vehicles utilizing Forest Boulevard/(SW 7th Street) is not available or monitored by either Broward County or the City of Margate. Field observation of this facility has revealed that the roadway appears to be operating at an acceptable level of service given the current traffic demand.

c) Future Level of Service

Traffic volumes of Forest Boulevard/(SW 7th Street) are not anticipated to increase significantly by the year 2015, due to the percent of which the abutting land has been developed. Therefore, it is anticipated that Forest Boulevard/(SW 7th Street) will continue to have adequate capacity to accommodate projected traffic levels at an acceptable LOS.

d) Proposed Improvements

There are no proposed improvements to Forest Boulevard/(SW 7th Street) scheduled to be completed within the long or short range planning periods.

Analysis of Average Daily and Peak Hour Trips

The data provided in this element was obtained from Broward County, FDOT and/or forecasted by the City's consultants. New 2001 AADT was obtained which was published in September 2001. Forecasts for year 2015 were obtained from the new Broward County Transportation Element. Again it is felt that because of the existing builtout status of the City and surrounding communities, some forecasts seem very high and unrealistic. Margate is located in southeast Florida in north central Broward County. Existing and future through traffic will continue to occur from Cities surrounding Margate which affect roadway operations within the City. The major roadways affected by pass through traffic include Rock Island Road, SR7/US441, Banks Road, West Atlantic Boulevard, Southgate Boulevard, Royal Palm Boulevard/Copans Road and Sample Road.

Broward County created Transportation Concurrency Exception Areas in 1993. The areas of Broward County that were within the Transportation Concurrency Exception Areas (TCEA) include all lands east of I-95 from the Palm Beach County line to Commercial Boulevard and all the lands east of the Florida Turnpike between Commercial Boulevard and the Miami-Dade County line. The purpose was to encourage urban infill and redevelopment. Because many major roadways in eastern Broward County have high traffic volumes and low LOS, development was essentially stopped from occurring. New development in the TCEA was exempt from roadway concurrency review but the County requiresd Transit Impact Fees if platting was necessary. No portion of the City of Margate was ever within the TCEA. In April 2005, Broward County switched to a Transit-Oriented Concurrency (TOC) system that divided the County geographically into ten (10) benefit districts.

Since many of the county roads have high traffic volumes and poor operating LOS and many roads cannot be widened any further, the County, while not totally ignoring poor roadway LOS, chose to focus on transit-related improvements as the County changes from a suburban to a more urban form. The County now examines all development and redevelopment applications and assesses impact fees that focus only on transit improvements. Roadway impacts and improvements are still analyzed, made, and funded as needed, but developer impact fees only relate to transit. Most of the roads in Margate are and will continue to operate at acceptable LOS in the future with a few exceptions. The State and County have the ability to establish concurrency management systems on the roads they have jurisdiction over; however, the City can set its own concurrency system for local roads. The City has no choice but to use the Broward County Transit-Oriented Concurrency System for arterial roadways and County Collectors and realizes certain benefits to doing so as the City ages and redevelopment is desired. If a major roadway LOS is exceeded, development can proceed if impact fees are paid and mitigation is done.

On June 2, 2009, Governor Charlie Christ signed into law SB 360, which created automatic Transportation Concurrency Exception Areas (TCEAs) for “dense urban land areas”. The term “dense urban land area” as defined in Section 163.3164, F.S. includes any county and all municipalities within that county which has a population of at least 1 million. This definition, therefore, includes Broward County and the City of Margate. As such, the City of Margate is required to develop transportation strategies to support and fund mobility.

Table II-3 identifies the roadway segments in the City that are approaching or already are over capacity. Based on the current operating conditions, new plats and redevelopment are problematic in the City without roadway improvements.

Broward County periodically prepares forecasts for future traffic volumes. The 1989 Comprehensive Plan identified existing counts for 1987 and forecast traffic counts for 1994 and 2010. Many forecasts were not very accurate. Historical data for 1987, 1994 and 1997 are provided in Table II5-A. Also included in Table II5-A is the long-range forecast for 2015 obtained from the Broward County Transportation Element. The short- range traffic projections for 2008 included in Table II5-A were derived using a straight line interpolation between 2001 and 2015 data.

Table II-5A
Historical and Forecasted Traffic Counts
Annual Average Daily Traffic (AADT)
(Volumes x 1000)

East/West Roadway	Location	Actual 1987		Actual 1994	Actual 1997	Actual 2001	Est. 2008	Est. 2015
Sample Road	E. of Riverside Dr.	41.3		41.0	47.2	50.8	51.8	52.7
	W. of SR7/US441	39.0		39.2	42.6	46.3	46.8	47.3
	E. of SR7/US441	NA		NA	64.4	60.0	51.0	43.2
Royal Palm Blvd.	E. of Riverside Dr.	23.2		24.2	35.3	37.1	36.6	36.3
	E. of Rock Island Rd.	28.1		25.0	34.7	35.9	33.5	31.4
Copans Rd.	E. of SR7/US441	25.1		26.8	35.5	35.2	40.7	45.5
Coconut Creek Pkwy.	E. of SR7/US441	26.4		24.5	25.5	27.4	27.7	28.1
Margate Blvd.	W. of SR7/US441	NA		NA	9.7	11.1	14.2	16.9
Atlantic Blvd.	E. of Riverside Dr.	36.0		39.7	37.8	42.5	44.2	45.6
	E. of Rock Island Rd.	40.1		42.6	41.9	45.6	42.4	39.6
	E. of SR7/US441	39.1		42.2	49.6	48.5	50.9	53.1
Southgate Blvd.	E. of SW 81st Ave.	20.6		17.3	24.4	27.0	26.2	25.6
	E. of Rock Island Rd.	16.5		15.3	16.6	20.6	18.9	17.4
North/South Roadways								
Rock Island Road	N. of Southgate Blvd.	22.2		25.2	37.6	35.4	47.9	59.0
	N. of Atlantic Blvd.	11.8		15.6	27.1	27.9	42.0	54.4
	N. of Royal Palm Blvd.	NA		3.0	20.8	23.1	23.3	23.4
	N. of Sample					10.1	11.6	12.9
SR7/US441	N. of Kimberly Blvd.	45.0		44.3	34.2	46.0	49.9	53.4
	N. of Southgate Blvd.	49.7		49.2	46.6	53.9	57.7	61.0
	N. of Atlantic Blvd.	49.1		50.2	47.6	56.2	59.1	61.6
	N. of Margate Blvd.	40.7		43.0	48.6	56.2	58.3	60.2
	N. of Royal Palm Blvd.	28.0		26.7	43.8	52.0	49.1	46.5
	N. of Sample					49.0	52.7	56.0
Banks Road	N. Atlantic Blvd.	NA		NA	12.6	16.0	19.7	23.0
	N. of Copans Rd.	NA		NA	5.2	6.2	5.3	4.5

Sources: Broward County Transportation Element 11/98.
Leigh Robinson Kerr & Associates, Inc., September 2003
Roadway Capacity Analysis for 2001 and 2025, Department of Planning and Environmental Protection, Transportation Planning Division, Broward County Metropolitan Planning Organization, September 2002.

Table II-5B

Historical and Forecasted Traffic Counts - Two Way Peak Hour

East/West Roadway	Location	1997 Volume	1997 V/C	1997 LOS	2008 Volume		2008 LOS	2015 Volume		2015 LOS
Sample Road	E. of Riverside Dr.	4206	.84	C	4371		B	4696		C
	W of SR7/US441	3794	.76	C	3976		B	4218		B
	E. of SR7/US441	6018	1.20	F	4626		C	4036		B
Royal Palm Blvd.	E. of Riverside Dr.	3279	.99	E	3156		C	3380		D
	E. of Rock Island Rd.	3240	.98	E	2957		C	2919		C
Copans Rd.	E. of SR7/US441	3304	1.00	E	3569		F	4241		C
Coconut Creek Pkwy.	E. of SR7/US441	2209	.82	C	2370		D	2432		D
Margate Blvd.	E. of NW 76 Ave.	881	.43	A	1153		D	1549		D
Atlantic Blvd.	E. of Riverside Dr.	3513	.79	C	3757		C	4245		D
	E. of Rock Island Rd.	3898	.88	D	3693		C	3687		C
	E. of SR7/US441	4612	1.04	E	4453		D	4587		D
Southgate Blvd.	E. of SW 81st Ave.	2223	1.08	E	2318		E	2334		E
	E. of Rock Island Rd.	1512	.73	B	1683		D	1588		C
North/South Roadways										
Rock Island Road	N. of Southgate Blvd.	3175	1.21	F	4327		D	5488		F
	N. of Atlantic Blvd.	2184	.83	C	3936		D	5276		F
	N. of Royal Palm Blvd.	1755	.67	B	1900		C	1981		C
	N. Sample Road				930		C	1097		C
SR7/US441	N. of Kimberly Blvd.	3186	.72	B	4564		D	4970		F
	N. of Southgate Blvd.	4338	.98	E	4942		F	5678		F
	N. of Atlantic Blvd.	4430	1.00	E	N/A		N/A	5732		F
	N. of Margate Blvd.	4525	.90	D	5417		F	5607		E
	N. of Royal Palm Blvd.	4080	.82	C	4455		D	4328		D
	N. of Sample Road				4312		C	4232		B
Banks Road	N. Atlantic Blvd.	1151	.56	A	1630		D	2093		E
	N. of Copans Rd.	474	.23	A	450		C	406		C

Sources: Broward County Transportation Element 11/98
Leigh Robinson Kerr & Associates, Inc.
2002 Quality/Level of Service Handbook, Florida Department of Transportation 2002.

As may be observed from the above data, the results of forecasted versus actual traffic counts varied widely. The Broward County forecasts are performed via computer modeling. The computer model utilizes link analysis, travel distance and attractors/generator variables. As actual growth has occurred in Broward County and the City, more specific data has become available and travel patterns have become more visible. The City's roadway pattern is virtually complete as of 1999. Development opportunities that remain can best be described as infill.

The City of Margate, because of its geographic location does not have significant peak season characteristics but does follow normal peak hour characteristics. As may be expected most peak hour traffic is in the PM hours (4-6 PM) and related to work trips.

As mentioned previously, the Broward County forecasts for both 2020 and 2015 appear quite high for most roadways. The assumption that traffic will continue increasing at an annual rate of 2-5% or more is felt to be questionable in light of existing development status of the City and surrounding communities. Some estimates are felt to be too low given existing traffic volumes.

Mass Transit InterCounty (bus) occupancy levels are generally quite low in the City. The peak occupancy occurred during A.M. peak periods. Normal occupancy levels are monitored by Broward County Transit by route. Occupancy rates ranged from 27% on Route 31, 30% on Route 18 and 34% on Route 83. However, the occupancy rates for the Margate InnerCity Shuttle are generally quite high. Occupancy rates ranged from 71% on Route A, 34% on Route B, 87% on Route C and 62% on Route D.

Analysis of Modal Split and Vehicle Occupancy Rates

Data sources with reliable estimates are difficult to obtain. For planning purposes it is estimated that occupancy rates for vehicles average approximately 1.56 persons per vehicle. The current modal split is 1.16% utilizing mass transit. This data is verified in the Broward County Transportation Element adopted in November 1998. Because of the income levels and median age of residents within the City, a slightly higher proportion of public transit use is thought to occur. A visual inspection of bus occupancy noted slightly higher occupancy rates than some other communities with similar median incomes. The vast majority of Margate residents own at least one automobile.

Analysis of Existing Public Transit Facilities

Three (3) InterCounty bus routes and four (4) Margate Shuttle routes currently serve the City. It is felt that the City is well served by the bus routes, which are available to the residents geographically. In nearly all instances, pedestrian walkways allow easy travel to bus routes/stops. The Tri-Rail system is not easily accessible to City residents. The stations, which are located along the railway line some five (5) miles from the City's eastern border, are divorced from the City's general population.

The Broward County Transit Division maintains detailed records on ridership by route, peak hour capacities and headways.

InterCounty Route 18 currently has 558 persons boarding in Margate per day. This Route has 41 trips per day. Each bus can carry up to 45 seated passengers. According to the Broward County Mass Transit Division, the average load factor (occupancy rate) for the entire Route is 49%.

InterCounty Route 31 currently has 357 persons boarding in Margate per day. This route has 29 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire Route is 26.3%.

InterCounty Route 83 currently has 471 persons boarding in Margate per day. This route has 31 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire Route is 20.2%.

Margate Shuttle InnerCity Route A currently has 114 persons boarding in Margate per day. This Route has 10 trips per day. Each shuttle can carry up to 16 seated passengers. Therefore, the occupancy rate is approximately 71%.

Margate Shuttle InnerCity Route B currently has 124 persons boarding in Margate per day. This Route has 23 trips per day. Therefore, the occupancy rate is approximately 34%.

Margate Shuttle InnerCity Route C currently has 153 persons boarding in Margate per day. This Route has 11 trips per day. Therefore, the occupancy rate is approximately 87%.

Margate Shuttle InnerCity Route D currently has 139 persons boarding in Margate per day. This Route has 14 trips per day. Therefore, the occupancy rate is approximately 62%.

Population Characteristics Including Transportation Disadvantage

Margate can best be described as a City with a majority of middle aged and senior citizen residents with a median household income of $ 38,722. The median age of a City resident is 40.4 years old. A more detailed breakdown is as follows:

Table II-6

City of Margate
Analysis of Residents Ages

Age Group	No.	Percent
Under 20	12,277	28 %
20- 64	29,949	55%
65 and Over	11,683	22%
Total	53,909	100%

Source: 2000 Census

According to the 2000 Census, the average household size is 2.36. Of those who commute to work, 82% drive alone and 1% use public transit. 90% of all households have one or more vehicles. 9,975 total households (47%) had at least one person over 65 years of age.

An exact number of persons needing transportation assistance is difficult to determine. The needs of the transportation disadvantaged are documented in A Plan for Complementary Paratransit Mass Transit Service for Persons with Disabilities for Broward County, Florida and in Broward County Transportation Disadvantaged Service Plan, 1996. The vast majority of residents are mobile and can either walk or drive for services. Broward County contracts with private providers for services also. Service for qualified elderly and handicapped persons within Margate remains on a prearranged "as needed" basis. There are currently two (2) InterCounty transit routes and four (4) InterCity transit routes within Margate which are operating as wheelchair accessible routes.

Characteristics of Major Trip Generators and Attractors

As described in previous sections, the City has identified three (3) land uses/areas which it considers major trip generators and attractors. Broward County defines a major trip generators and attractors as a concentrated area of intense land use or activity that produce or attract a significant numbers of local trip ends. For public transit, a site which attracts a substantial number of person trips per day. The Broward County Transportation Element defines such as meeting or exceeding the following thresholds: Office parks – 100,000 sq. ft. 6GLA; shopping centers – 500,000 sq. ft.; schools – 1,000 students; major employors – 1,000 employees, health facilities – 100 beds.

All of the above may be considered attractors uses while housing concentrations are typically defined as generators. The County does not have a threshold for housing concentrations nor does the State of Florida. For purposes of this element, the City of Margate defines residential uses with concentrations of higher housing (over 10 DUA) and containing a minimum of 250 DU.

Generators

A. Holiday Springs Community – The community is approximately one square mile in area and is located south of Sample Road generally between Riverside Drive (within Coral Springs) and east of Rock Island Road (FPL corridor). This community contains an 18 hole golf course and a mixture of multi-family and single family (ZLL) homes. The earlier areas

developed were all multi-family uses in midrise buildings located on the west side of the community. Newer rental complexes are centrally located with single family uses elsewhere. There are approximately 1,900 multi-family units and 1,200 single family units in this area. It is estimated that approximately 20,000 TPD could be generated in this community daily however, nearly one half of the multi-family units are mostly elderly populations which has lower generation rates and off peak hour characteristics.

B. Oriole Golf community – The community is approximately 1¼ square miles in area and is located south of NW 18th Street, west of Rock Island Road and north of the C-14 Canal. This community contains 2 golf courses. The majority of dwellings are multi-family complexes with three (3) single family neighborhoods either within or adjacent to the area. There are approximately 4,400 multi-family units and 800 single family units within this area. It is estimated that approximately 26,000 TPD could be generated in this area daily. Again, nearly all of the multi-family units and a portion of the single family units are occupied almost exclusively by elderly population which has lower generation rates and off peak characteristics.

C. Other multi-family concentrations – There are smaller concentrations of higher density housing in the northeast, southeast and central portions of the City. In the northeast area are the developments known as Fiesta Townhomes, Coral Gate Condominiums and The Falls of Margate located east of Banks Road just south of Sample Road. Centrally in the City include the Royal Park Gardens complex on Royal Palm Boulevard, Margate Village and Winfield Gardens south on Winfield Boulevard and several complexes abutting commercial uses west of SR7 including Margate Gardens near City Hall. In the southeast area of the City multi-family complexes include the lake front developments known as Lemon Tree, Woodlake Isles, View Point and Village on the Lake. This area is between Coconut Creek Parkway and Atlantic Boulevard west of Banks Road. South of Atlantic Boulevard and east of SR7 include the developments of Coconut Key Townhomes, Lakewood on the Green and the Laurels at Margate. Finally east of SR7 south of the C-14 Canal include the Meadows Condominium and the Cross Creek rental complex. The combined number of dwelling units is approximately 3,000. This development could generate approximately 15,000 TPD utilizing normal ITE generation rates however, due to the age of most of the residents, generation rates are typically lower and off peak.

Attractors

A. Employment Center – This area if located generally east of SR7 including lands both north of Copans Road southerly to Coconut Creek Parkway. There is approximately 169 acres of industrial land and 31 acres of

commercial land in this area. It is estimated that nearly 2.6 million square feet of occupied space exists including 2 large automobile dealerships, warehouses, light manufacturing and numerous small businesses such as service and repair uses. This are attracts a large employment population estimated at 5,000± persons. Based upon ITE estimates, approximately 13,000 TPD occur for these uses.

B. Highway Commercial Uses – The City's primary north/south principal roadway is SR7/US441. Much of the earlier development along this roadway was linear "strip" commercial characterized by generally shallow and narrow parcels, small setbacks and numerous curb cut onto SR7. Newer commercial development has been more nodal and larger sized with controlled access points. The uses in these areas are mostly retail commercial, office, fast food restaurants but also include larger uses such as the Lakewood Mall, the Northwest Regional Hospital complex and complexes at the SR7/Sample Road intersection such as Home Depot, Peppertree Plaza and the former "Xtra" center. There is an estimated 325 acres of highway commercial uses along SR7, Atlantic Boulevard and Coconut Creek Parkway. Not included is the Atlantic Vocational Technical School occupying 32 acres. The typical enrollment is approximately 5,700 students. Based upon ITE estimates, approximately 8,800 TPD occur to the school site. The highway commercial uses attract both employees and customers. The hospital complex is composed of 150 beds with medical offices nearby. Approximately 5,000 TPD occur at the complex. The remaining 296± acres contains a wide variety of uses. There is estimated to be approximately 3.9 million square feet of commercial uses within this area. Nearly 200,000 TPD could be generated in these areas.

Analysis of the Availability of Transportation Facilities and Services to Serve Existing Land Uses

Because of the buildout nature of the community, existing roadways currently serve all areas of the City. No additional major roadways will be necessary to serve the community at buildout. The largest problem is the capacity and current/future traffic volumes of only a few of the existing roadways. The City is located in the center of the southeast Florida Metropolitan area. The existing major roadways have been widened, for the most part, to their maximum lane expansions. Future roadway expansion is warranted for portions of Rock Island Road, south of Atlantic Boulevard, Royal Palm Boulevard and Copans Road. Therefore, the existing roadway system (other than the noted segment improvements and/or operational improvements) is deemed adequate to serve the City.

As mentioned earlier, Tri-Rail is available but not conducive to use because the nearest transit station is some four (4) miles away from the nearest areas of the City.

Bus service is felt to be excellent to most residents of the City. The major provider of service is the Broward County Mass Transit Division, which operates the countywide bus system. In addition, the City operates the Margate InnerCity transit system. The county also contracts with private vendors for public school busing, handicapped and Social Service Transportation (SST). Other service providers include private taxi service companies and the Greyhound/Trailways Bus Company.

Broward County is characterized by a suburban land development pattern and consequently by relatively low residential land use densities with few activity focal points. There are few major corridors with significant transit trip origins and destinations. Given the multitude of local governments in Broward County, dense roadway network, an average vehicle occupancy ratio of 1.56 and a relatively affluent population, the transit modal split is only 1.16 percent of total daily trips.

While BCT provides the primary transit service for Margate, the City is very active in transit planning with regard to the Margate Shuttle service. This service is provided in coordination with BCT. Additionally, the City's transit planning activities include monitoring County actions and providing local input where necessary .

The County's Mass Transit operation is primarily a large passenger bus system operating on the existing highway network. The average seating capacity of Broward County Transit (BCT) buses is 45 persons. Considering the capacity of the fleet and the provision of either 30 or 60 minute headways for all of the routes, the overall capacity of the system far exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population still prefer the automobile as a means of transportation. Transit planning activities are carried out by the Urban Transit section of the Transportation Planning Division of the Broward County Department of Strategic Planning and Growth Management. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route, fixed-schedule bus system operated by the Broward County Mass Transit Division with the main hub operating from Downtown Fort Lauderdale. BCT operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00 A.M. to 10:30 P.M., with most routes operating on half hour headways. Saturday service operates almost the same as weekday service, with all routes in operation and some minor changes in headways and service hours. On Sunday a reduced route schedule is available between 9:00 A.M. to 8:00 P.M. with all routes operating on one hour headways.

The County's main bus maintenance facility and the Broward County Division of Mass Transit main office are located in the City of Pompano Beach on Copans Road just east of the Florida Turnpike.

The BCT charges low fares for riders. Reduced fares for senior (65 years old plus) and handicapped citizens are available. Monthly unlimited use passes are also available. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels.

BCT interfaces with the Miami-Dade and Palm Beach County transit systems to provide tri-county service. Miami-Dade County's METROBUS links with BCT at locations in south Broward County and the Aventura Mall in North Miami-Dade County. BCT also connects with the Palm Beach County Palm Tran system at the Boca Town Center Mall and at Mizner Park. Finally, the County's Tri-Rail stations are served by nine (9) BCT routes.

Paratransit Service is a specialized transportation system provided for the County's elderly and handicapped persons. Services are available to qualified persons who live within three-quarters of a mile of regular bus service. The hours of operation are the same as the Broward County bus system. Fares range between $1.50 each way for trips scheduled in advance and $5.00 each way for trips scheduled on the same day.

The City of Margate in coordination with Broward County Transit operates the Margate InnerCity Shuttle service. The Margate InnerCity Shuttle operates four (4) buses Monday through Friday from 7:15 a.m. to 6:45 p.m. On Saturdays, three (3) buses operate from 7:15 a.m. to 6:30 p.m. Designated Holidays have two (2) buses operating from 7:45 a.m. to 6:15 p.m. All routes connect to the Margate Bus Terminal on Park Avenue just west of SR7/US441.

The school bus system serves all of the public schools in Margate and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack safe accessways to a less distant facility. Also, typically private schools provide optional bus service to their facilities.

Regional, statewide and interstate travel is provided by the Greyhound/Trailways Bus line. They provide fixed service seven days a week as well as specialized services.

Service areas for BCT bus service are defined as a one-half mile corridor surrounding the bus route and a one-quarter mile corridor beyond the terminus. The adopted level of service set by Broward County states that

at least 70% of all residences and employment locations have access to fixed route transit service.

System capacity is analyzed by service frequency, or headway, and the seating capacity of the vehicles in relation to ridership. The existing level of service, according to Broward County, is above the seventy (70) percent coverage rate countywide. Between the BCT system and City system it is estimated that over 90% of the City's area if served by mass transit.

Evaluation of service area coverage is based on how well a system services the general population, special transit captive groups, and the accessibility of service between these groups and major work, shopping, medical and recreational facilities within the community. Mass transit ridership is significantly influenced by auto ownership. Zero or single auto households are in greater need of transit service than other households. Automobile ownership is generally characterized by relatively few automobiles per household. In addition, senior citizens are also more apt to utilize public transportation. An identification of these target groups and areas were made to identify existing service needs.

According to the 2000 Census, Margate had a median household income of $ 38,722 as compared to the Broward County figure at $ 41,691. In Margate, 5.5% of the families live below the poverty level, as compared to 8.7% in the County.

Tri-Rail is a sixty-seven (67) mile at-grade commuter rail line serving Palm Beach, Broward and Miami-Dade Counties. Tri-Rail service connects to Metrorail in Miami-Dade County at the Tri-Rail/Metrorail Station and to Miami International Airport (MIA) via a shuttle bus service provided at the last stop. Tri-Rail currently operates thirty (30) weekday trains, twenty (20) Saturday trains and ten (10) Sunday trains. Operations begin at 4:45 A.M. and end at midnight.

Tri-Rail has begun a three (3) phase improvement program. Double tracking within the rail corridor is included in the first phase of improvements. Future improvements include extending Tri-Rail further south to connect to the MIA and replacing the signaling system. Tri-Rail is also in the process of upgrading its stations to include more amenities and landscaping. Miami-Dade County however, is considering funding cuts arguing that Miami-Dade County residents do not benefit significantly from Tri-Rail service. This funding issue has generated some controversies and questioned Tri-Rail's service, performance and future presence.

Analysis of the Adequacy if the Existing and Proposed Transportation System to Evacuate the Coastal Population Prior to an Impending Natural Disaster

According to the Broward County Hurricane Evacuation Plan prepared by the Division of Emergency Preparedness, no area of the City of Margate is identified for evacuation except the Mobile Home Residents. The designated hurricane shelters for the City include Margate Middle School and Atlantic West Elementary School. The shelters are opened, supplied and operated by the Red Cross which coordinates with the local school administration and Broward County. Figures II-8 and II-17 depict the specified evacuation routes to the shelters. In general, within 12 hours of an anticipated storms landfall or coastal impact, evacuation notice is given to residents. The primary evacuation routes for residents would be along nearly any major roadway as the City is designed with a grid (section line) roadway system. In addition, I-75, I-95, the Florida Turnpike or other north/south roadways could be utilized to evacuate from the region. Based on the above analysis, the transportation system is deemed adequate for evacuation should the need arise.

Analysis of Growth Trends, Travel Patterns, Interactions Between Land Use and Transportation Facilities and Compatibility Between Future Land Use and Transportation Elements.

The City of Margate's growth trend can best be described as "moderate" particularly in the 1980's and 1990's. The Holiday Springs (Carolina) community and Coral Bay communities were built in the last 5± years and are virtually builtout in 1999. The City anticipates fairly slow growth as buildout approaches within 5± years. During the time period 1990-1996 the City averaged 336 new single family units and 85 multifamily units annually. Thirty (30) acres of commercial property have been developed annually between 1990 and 1996. Since that time very little new construction has occurred. Most of the commercial growth has been infill and scattered throughout the City. The vast majority of recent residential development has been in north central Margate.

This element is felt to be consistent and compatible with the Future Land Use Element and other Transportation Elements including the Broward County Transportation Element, the Broward County Land Use Plan, the long range Transportation Plan, the year 2015 Cost Feasible Plan (CFP), the Florida Department of Transportation's Adopted Work Programs, the Transportation Improvement Program (TIP), the Tri-County Rail Transit Development Plan and the Broward County Bicycle Facilities Network Plan.

Analysis of Existing and Projected Intermodal Deficiencies and Needs

There are no identifiable deficiencies noted within the City. City residents are anticipated to continue the use of automobiles for primary travel purposes as is common in Broward County where 98.9% automobile use is the current modal split. Access to the Tri-Rail system is available but

not convenient to City residents. The City has an extensive mass transit system with a centralized bus terminal.

Analysis of the Projected Transportation Level of Service and System Needs

The City is approximately 95% built out. There is approximately 272 acres of vacant land at present, nine (9) of which is open space and therefore will not generate additional trips. Following is an estimate of future additional traffic that could be added. Certain assumptions were made for typical plot coverage. ITE generation rates were utilized to examine probable rates by use. Most single family development is now zero lot line homes averaging 6 DUA. Also many multifamily parcels are built as zero lot line homes or townhomes (8 DUA). Broward County maintains a countywide computer modeling program which monitors existing traffic and future estimates. The City provides annual updates on new physical development and development approvals. Therefore, the following is a worst case scenario.

A. Residential

Single family = 11 AC x 6 DUA @ 10 tpd = 660 tpd

Multifamily = 38 AC x 15 DUA @ 5 tpd = 2,850 tpd

B. Commercial

149 AC @ 25% coverage = 1,622,610 sq. ft.
1,622,610 sq. ft. @ 80 tpd per 1000 sq. ft. = 129,809 tpd

C. Industrial

65 AC @ 40% coverage = 113,256 sq. ft.
113,256 sq. ft. @ 5.4 tpd per 1000 sq. ft. = 610 tpd

Total = 133,929 potential tpd

The previous analysis identified some capacity problems to accommodate the future growth. Some roadway segments need to be widened but most of the roadways with the capacity problems are built as maximum cross sections. Widening would be very expensive in some instances, not possible in others and could cause more harm to adjoining land uses. Previous element analysis identified future projected roadway LOS.

The Broward County Transportation Element contains a detailed analysis on the current and future public transit network needs. This analysis was performed by taking the future bus route system and superimposing it over a database associated with the 2015 TAZ Map. The results of this analysis show that the future public network would meet the adopted

transit level of service standard. Additionally, some needs for the year 2015 were identified and are as follows:

- Estimated fleet size: 700 buses (including 20% space)
- System highlights: Regional Park and Ride network, local routes including existing and new as proposed in the Transit Development Plan, plus additional new local routes conceptually consistent with the 2010 Regular Transit Network, with 7.5 minute headway service on most routes.
- Established Daily Ridership: 448,000 boardings and 230,600 local bus trips.

There are portions of missing bikeway/sidewalk segments that could eventually complete a more comprehensive citywide system.

As mentioned previously, no airport or seaport facilities are located within the City, therefore integration and coordination analysis is not applicable. The two (2) railway corridors have existed for many years and other than maintenance and rail widening on the Tri-Rail route, no expansion is known to be warranted

The following is a summarization of the Broward County Transportation Element modeling process (Broward County Transportation Element, pages, 3-131 to 3-143). On March 24 and July 29, 1997 the Department of Community Affairs (DCA) met with the Broward County League of Cities Technical Advisory Committee (TAC) to discuss the implementation of Subsection 163.3177(6)(i)(8), F.S. It was concluded from these meetings that it was not necessary for all 29 municipalities to independently model changes to land use intensities. However, a coordinated county wide effort was chosen, with Broward County taking the lead role.

A TAC subcommittee was formed comprised of eight (8) representatives from differing municipalities within the County. Additionally, representatives from Broward County and the South Florida Regional Planning Council were part of the subcommittee. Initially, seven (7) future land use scenarios were provided for consideration. At the meeting, the subcommittee members proposed five (5) additional scenarios for consideration.

After a brief presentation of each scenario and division among the subcommittee members, the twelve (12) scenarios was shortened to three (3). These three (3) scenarios were then taken to the TAC as the sub-committee's recommendation. For more detailed information pertaining to those three (3) scenarios, please see the Broward County Transportation Element, page 3-134.

The Florida Standard Urban Transportation Model Structure (FSUTMS), maintained by the Broward County MPO, was the travel demand forecast model used to model alternative land use intensities.

The FSUTMS is a four stage gravity model and is structured around the following stops:

- Trip Generation
- Trip Distribution
- Modal Choice
- Assignment (Loading)

The FSUTMS model generates trips within each traffic analysis zone (TAZ) from land use variables (population and employment). Trips are distributed between zones using a gravity concept and function factors. Trips are then split between highway, transit and other modes using mode choice concept. Highway trips are converted to auto trips using an appropriate auto occupancy rate. Auto trips are assigned to the highway network according to equalization concept based on speed and capacity of each highway facility in the network.

The preliminary modeling that was done for the three selected scenarios all had a model split lower than the base year. The models were then tweaked with suggestions made by the TAC and the final modeling results are shown in the following Table:

TABLE II-7

Final Results of 2015 Model Runs

Characteristic	Baseline	Nodes	Corridors
Total Person Trips/Day	5,212,253	5,565,885	7,138,472
Intrazonal Person Trips/day	153,888	167,252	249,678
Mode Split (includes Tri-Rail)	1.51	1.61	1.63
Total VMT	36,482,580	38,141,252	44,653,860
Total VHT	1,536,529	1,615,902	2,017,919
Congested Speed (mph)	25.2	25.5	23.5
Daily Transit Ridership (includes P&R and Tri-Rail)	78,855	89,655	116,040

Source: 1998 Broward County Transportation Element – Page 3-140.

As Table T-7 shows, model split increased from 1.51 with the baseline scenario to 1.61 under the mode intensification scenario and to 1.63 under the corridor intensification scenario. Daily transit ridership also improved under both scenarios. The node intensification scenario produced 89,655

daily transit riders per day and the corridor intensification scenario produced 116,040 daily transit riders per day.

The node intensification scenario produced 1,658,672 VMT per day over baseline, while the corridor intensification scenario provided 8,171,280 VMT per day over the baseline. The increase in VMT is always accompanied by an increase in congestion and air pollution. This impact should be weighted against the increase in transit ridership and the improvement in model split demonstrated by both the node and corridor scenarios.

The modeling results are consistent with the weight of data which shows that intensifying land uses along public transit corridors can improve transit ridership. The modeling results also indicate that land use intensification must include some form of transit enhancements as needed in order to attract and absorb additional riders generated by land use intensification such as headway reduction. The modeling exercise, however, has several important constraints that militate against wholesale future land use map amendments along the identified corridors:

- Inadequacy of FSUTMS: The FSUTMS model was not intended to be used for land use analysis although it is used for this purpose throughout Florida. The existing problem with using FSUTMS for this purpose is not the land use data but the connectivity to the highway network and the relationship between the land uses with a TAZ. Existing connections are sometimes not representative of existing conditions and commercial development is connected by the same connector used by residential development. Commercial development occurs primarily along the perimeter of a TAZ while residential development occurs primarily within a TAZ. These factors must be weighted before accepting the results of this analysis.

- Macro not micro analysis: The model runs assumed the TAZ at densities higher than those existing. Higher densities are practical when a TAZ is primarily undeveloped, but are unlikely when they are more fully developed.

- Political constraints: The governing bodies for Broward County and its municipalities are not likely to accept future land use map amendments based upon the results of a modeling exercise. Such an approach would be deemed “revolutionary” instead of “evolutionary”. If improved transportation and land use planning are to succeed, it will occur on an evolutionary or incremental basis.

Based upon the model results, the following recommendations was made in the County’s Element:

Broward County, in conjunction with the affected municipalities, the MPO, the FDOT, and the DCA, will select at least one of the six (6) identified roadway corridors for a demonstration project on transit oriented design and development. The corridor selection will be based upon such factors as:

a) The degree of municipal interest in the corridor.

b) The amount of undeveloped land and the potential for redevelopment of existing land.

c) The potential for implementation.

The demonstration project should include the following components:

- Preparation of an overlay transit oriented corridor (TOC) zoning district that would be adopted by each municipality along the corridor.

- development of a long-term roadway and public transit monitoring system.

- Grant funding for the demonstration project.

- Improving public transit access along the corridor.

Analysis of Projects Planned by the Florida Department of Transportation's Adopted Work Program, Metropolitan Planning Organization and Local Transportation Authority.

Previous discussion on each major roadways contained a description of proposed improvements. As indicated, there are no major roadway improvements programmed for the short or long range planning horizon. The Broward County Transportation Element does include expansion of Copans Road east of SR7, and Rock Island Road north of Atlantic Boulevard within the long-range planning horizon. These improvements are also reflected in this analysis.

Analysis of Maintenance of Adopted Level of Service (LOS) Standards

Broward County and the FDOT have adopted LOS D for all arterial and collector roadways under their jurisdiction. Margate has adopted LOS D for all City arterial and collector roadways and LOS C for all local roadways. Existing volumes are within acceptable LOS limitations except for the following roadways that were designated 110% maintain:

Sample Road – East of S.R.7

Southgate Boulevard – East of S.W. 81st Avenue
Rock Island Road - North of Southgate Boulevard
Rock Island Road – North of Atlantic Boulevard
S.R.7/US441 – North of Atlantic Boulevard
S.R.7/US441 – North of Southgate Boulevard
S.R.7/US441 - North of Margate Boulevard
S.R.7/US441 - North of Kimberly Boulevard
Copans Road - East of S.R.7/US441
Banks Road - North of Atlantic Boulevard

As the remaining property is developed within the City and adjacent communities additional traffic volumes can be expected. Without some improvements to several roadway segments the traffic problems will increase resulting in unacceptable volumes. Roadways in need of scheduled improvements include:

Sample Road

- East of SR7/US441 - Existing traffic is 60,000 TPD ADT/ 5,300 peak and is projected to decrease to 43,200 TPD by the Year 2015. LOS D capacity for this segment of the roadway is 53,500 TPD. This is felt to be a major error in the County's forecast as the previous forecast was for 78,700 TPD.

Royal Palm Boulevard

- East of Riverside Drive - Existing traffic is 37,100 TPD ADT/ 2,900 peak and is projected to decrease to 36,300 TPD by the Year 2015. LOS D capacity for this segment of the roadway is 35,700 TPD. Even with the decrease in traffic, the roadway is projected to operate at LOS F in 2015.

Copans Road

- East of SR7/US441 – Existing traffic is 35,200 ADT/ 2,800 peak and is projected to increase to 44,500 TPD by the Year 2015. LOS D capacity for this segment of the roadway is 35,700 TPD. The Broward County Comprehensive Plan shows this roadway being expanded by 2015 to a capacity of 53,500.

Atlantic Boulevard

- East of SR7/US441 - Existing traffic is 48,500 TPD ADT/ 4,300 TPD peak and is projected to increase to 53,100 ADT by the year 2015. LOS D capacity for this segment of the roadway is 49,200 TPD.

Southgate Boulevard

- East of SW 81 Avenue – Existing traffic is 27,000 ADT/2,300 peak and is projected to be 25,600 ADT/2,334 peak by the year 2015. Even with a projected decrease in traffic, this segment would operate at LOS F.

Rock Island Road

- North of Southgate Boulevard – Existing traffic is 35,400 TPD ADT/ 3,000 peak and is projected to increase to 59,000 TPD by the year 2015. The current LOS D capacity for this segment of the roadway is 31,100 TPD. The Broward County Transportation Element anticipates a capacity increase to 46,800 by the year 2015. However, even with this increase, the segment would continue to operate at LOS F. The segment north of Atlantic Boulevard is also projected to operate at LOS F in 2015 with the same capacity increase.

SR7/US441

- The majority of the segments of SR7 are currently operating at LOS F. This condition is projected to continue in 2015.

Banks Road

- North of Atlantic Boulevard – Existing traffic is 16,000 ADT/1,100 peak and is projected to increase to 23,000 ADT/ 2,093 peak by the year 2015. The LOS D capacity for this segment if 21,700 and it is projected to operate at LOS E in 2015.

The current operating conditions of the City of Margate transportation system are due in part to previous land use decisions made by the City and Broward County and previous transportation funding decisions made by the City of Margate, Broward County Metropolitan Planning Organization (MPO) and Florida Department of Transportation. Many of these decisions cannot be retracted without great public expense.

All of the above roadway segments, which have current or projected capacity problems, are Broward County roadways. The City is unable to assume the cost of improvements that are not programmed by these agencies. Therefore, the availability of County, State and Federal Transportation funding greatly influences

Margate's ability to maintain the adopted LOS standard. The City of Margate will continue to monitor these roadways and make recommendations to Broward County and the MPO to schedule needed improvements. Actions that the City intends to take to alleviate overcapacity roadways are addressed in the Goals, Objectives and Policies Section. Additionally, Broward County and the City of Margate can employ several strategies to help maintain its adopted transportation Level of Service (LOS) standards. These include the continued implementation of the County's concurrency management system, transportation system management and transportation demand management that are described below.

Concurrency Management System (CMS) The CMS consists of the procedures and processes employed by the City of Margate and Broward County to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development. Policies are included that specifically address the CMS as well as other means the City will examine to maintain the adopted LOS standard such as Transportation System Management (TDM), Public Transportation Corridors and Transportation Concurrency Exception Areas (TCEA's).

The City of Margate uses LOS standard D for the purpose of issuing development permits for all selected road segments. The City Department of Environmental and Engineering Services, 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.

Transportation System Management (TSM) TSM means improving roads, intersection and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system. These are described below:

- *Roadway Improvements*. In lieu of traditional widening and construction, alternative solutions are proposed in order to eliminate the traffic problems.

- *Intersection Improvements.* Adding turning lanes at an intersection is another TSM technique.

- *Access Management.* Access management is the control and regulation of spacing and design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roads to improve safe and efficient traffic flow on the road system.

- *Signalization.* Computerization of signals on roadways has been recognized as one of the most effective ways to improve the traffic flows.

Transportation Demand Management (TDM) TDM means strategies and technique 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: ride sharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

- *Ridesharing Programs.* Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip. Ridesharing requires only moderate densities at the home-end of trips and a common work destination; long commutes are actually conducive to ridesharing since time lost in picking up other passengers is balanced by real cost savings on the commute itself. The City of Margate has not implemented a ridesharing program to date; however this TDM strategy will be examined in accordance with the adopted policies.

- *Flexible Work Hours.* Flexible work hours is a TDM strategy that allows employees to schedule their work hours so as to avoid driving during the peak hours. Flexible work hour strategies include flextime, staggered work hours, and compressed work schedules. These strategies are well suited to low and medium densities, where traffic congestion is short-lived.

  Flextime is a TDM strategy allowing employees to choose the work day arrival and departure times that best suit their personal schedules on a daily basis. Staggered work hours means work day arrival and departure times are staggered by the employer according to a predetermined schedule. Employees arrive and depart

from work at 15-minute or up to 20-minut intervals. The City of Margate has not implemented a flexible work hours program to date; however this TDM strategy will be examined in accordance with the adopted policies.

- *Shuttle Services*. This TDM strategy uses buses, vans and cars to provide transportation from remote parking locations to the workplace. The City of Margate has not implemented a shuttle services program to date; however this TDM strategy will be examined in accordance with the adopted policies.

- *Parking Management.* Parking management can be an effective strategy for maintaining the adopted LOS standard, for improving mobility, and for improving air quality. Parking management strategies include preferred parking, price parking, parking limitation, and shared parking.

  The City of Margate has not implemented other parking management strategies to date; however this TDM strategy will be examined in accordance with the adopted policies.

  Preferred parking is a transportation demand management strategy that gives certain users, such as ridesharers and the disabled, the most convenient parking spaces, such as a location closer to the building or a covered parking space. Preferred parking, however, does not provide a financial incentive for the motorist. Consequently, it provides marginal benefit to maintaining the LOS and improving mobility.

  Price parking had proven to be one of the most effective transportation demand management strategies for maintaining and improving the LOS and mobility; however, other than for City employees, the City does not own or maintain any automobile parking lots or garages. Employees would have a greater incentive to use transit and commuter rail when parking charges are added to out-of-pocket expenses. The incentive becomes even greater when ridesharers are eligible for free or discounted parking, while solo commuters pay full price.

  Parking limitations is another transportation demand management strategy that is effective in maintain and

improving LOS and mobility. Land development regulations typically establish minimum off-street parking requirements far in excess of normal needs, that is, parking requirements are typically set for peak demands. Amending the land development regulations to bring parking supply in line with parking demand could help reduce the number of solo commuters.

Shared parking is a transportation demand management strategy that occurs when two or more enterprises, such as a retail establishment and an office building, are able to use one combined parking area, either public or privately owned. Shared parking works well between adjacent enterprises that have their busiest times at different parts of the day. City of Margate Code of Ordinances do not allow shared parking at this time. However, the mechanism is currently under consideration.

Analysis of Consistency Between Elements and 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 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.

City of Margate and Broward County Land Use Plans. The City of Margate Department of Environmental and Engineering Services is responsible for preparing a citywide land use plan for adoption by the City Commission. The Broward County Charter establishes the Broward County Planning Council (BCPC). The BCPC is responsible for preparing a countywide land use plan, known as the Broward County Land Use Plan (BCLUP), for adoption by the Board of County Commissioners. All municipal future land use elements and map amendments must be consistent with the BCLUP. Through certification of future land use elements by the BCPC subsequent to a DCA determination of compliance with Chapters 163 and 9J-5, consistency between future land use elements and the regional transportation system is assured.

Florida Department of Transportation's Adopted Work Program. Broward County and the City of Margate are in jurisdiction of the

FDOT's District 4; therefore, the FDOT's District 4 work program contains Broward County's and the City's projects. Priorities in the new 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 Work Program, once adopted, forms the basis of the new TIP.

Transportation Improvement Program (TIP). The TIP is a comprehensive listing of projects in Broward County scheduled for funding in the next 5 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 these 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 Transportation Element indirectly through the CIE.

Consistency Among Transportation Improvement Plans. Consistency between the City's transportation plan and the Broward County Transportation Element is indirectly addressed through the Broward County CIE, which includes a section on joint transportation projects, and the City of Margate CIE.

Analysis of Transportation Management Programs Necessary to Promote and Support Public Transportation Systems

The City promotes and supports the use of Public Transportation Programs. As an example, the City supports adequately placed bus stops in attempts to increase ridership. Bus route notices are posted and available at City Hall. Nearly all land uses have direct access to pedestrian walkways linking public transportation access points. The City attempts to participate with Broward County and FDOT on programs to the best of their ability given the size and buildout condition of the community. The City has an extensive bus system serving all areas of the community which is used frequently but residents.

CITY OF MARGATE COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

Transportation

Goal 1.0.0: To develop and maintain an overall transportation system which will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.

Objective 1.1.0: The City will ensure that transportation facilities and services for those roads on the Broward County Trafficways Plan meet level of service standards established within the Margate Comprehensive Plan.

Measure - lane miles of roads projected to operate at an acceptable level of service versus existing lane miles operating at an unacceptable level of service.

Policy 1.1.1: To maintain those level of service standards identified within the City's Comprehensive Plan, the City shall, prior to final action on amendments to the Margate Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development. The applicant will receive notification of this evaluation prior to final action on the requested amendment.

Policy 1.1.2: Prior to plat approval, the City shall evaluate the transportation facilities and services necessary to meet the level of service standards established within the Margate Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5.0055(3)(c) F.A.C. and the concurrency management policies included within this element and plan.

Policy 1.1.3: The City shall enforce its land development codes and regulations to ensure that all new development in Margate meets the level of service standards established within the Comprehensive Plan.

Policy 1.1.4: In order to ensure that land development contributes a proportionate share of the cost of transportation facilities, Margate will continue to urge Broward County to continue to implement the improvements, dedications and highway impact fee requirements or actual construction in lieu thereof, contained within the Broward County Land Development Code.

Policy 1.1.5: The City will collect applicable roadway impact fees for properties platted prior to March 20, 1979, using Broward County's TRIPS Model, or as otherwise provided by law, to improve existing and future roadways.

Policy 1.1.6: The City will review, at least annually, the Broward County Traffic Review and Impact Planning System (TRIPS) network to determine which facilities within Margate are generating impact fees. The results of this review will be transmitted to the City Commission for its consideration.

Policy 1.1.7 The City will seek to implement the recommendations of the State Road Seven corridor Study Appendix of the Margate Community Redevelopment Plan to connect off-street commercial parking lots, reduce driveway openings, facilitate better off-street traffic flow along the roadway, and increase aesthetics through more efficient use of existing right-of-way to provide increased landscaping and parking along the corridor.

Objective 1.2.0 As a member of the North Central Transit Concurrency Management Area, the City of Margate, in coordination with Broward County and other municipalities, shall continue to maintain, and where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patters, and land uses.

Policy 1.2.1 [Reserved for future use.]

Policy 1.2.2 The City shall coordinate with Broward County to comply with the adopted five-year County Transit Program (CTP) that is projected to achieve the level of service standards listed in Policy 1.2.1, or any changes thereto.

Policy 1.2.3 Prior to application for a building permit with the City, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. The City shall not accept a building permit application, for issue a building permit, unless the corresponding Transportation Concurrency

Satisfaction Certificate has been presented. Exemptions shall be made for categories of building permits that clearly do not create additional transportation impacts and that have been exempting by the County Commission.

Policy 1.2.4 The City of Margate may adopt land development regulations which provide for a waiver of the Transit Concurrency Assessment for a class of development on property within the City, provided that all such waived Assessments are paid to Broward County by the city, or by a source designated by the City.

Policy 1.2.5 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 by the City.

Policy 1.2.6 The City shall work with Broward County to coordinate the transportation system with land uses through implementation of, but not limited to, the following programs, activities or actions:

1. Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.

2. Transportation facilities and services shall be planned and located in a manner which minimizes the potential negative impacts on adjacent uses.

3. Intermodal facilities shall be located so as to maximize the efficiency of the transportation system and promote regionalism.

Goal 2.0.0 Protect, maintain, and where feasible, improve the City of Margate transportation system to provide a safe, convenient and efficient system that meets the needs of present and future residents.

Objective 2.1.0 Through participation at MPO and TAC meetings, the City will coordinate transportation improvements with the plans and programs of adjacent municipalities, BCMPO, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), and other transportation planning entities to improve the functional relationship between the transportation system and applicable future land use plans. Measure: Reduction of road segments that are approaching overcapacity or are overcapacity.

Policy 2.1.1. The City shall utilize the highway capacity methodology endorsed by BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways.

Policy 2.1.2 The City adopts the level of service standards for the regional

transportation network in BrowardNext Policy T2.3.3 for the purpose of issuing development permits: [BCLUP 2.14.5]

Policy 2.1.3 The City, through the BCMPO, will urge responsible State and County implementing agencies to plan their roadway systems to achieve and maintain at least a level of service “D” during peak hour.

Policy 2.1.4 The City establishes a minimum peak hour two-way level of service standard of “D” for locally-maintained collector roadways, and a level of service standard “C” for City-maintained local roads.

Policy 2.1.5 The City of Margate adopts peak hour, two-way LOS “D” as the level of service standard for Florida’s Turnpike, a Strategic Intermodal System (SIS) roadway facility located adjacent to the City. The City will coordinate with the Florida Department of Transportation in the use of an appropriate methodology as it calculates or evaluates level of service pursuant to this policy. [BCLUP 2.14.5]

Policy 2.1.6 A local street is any roadway not designated as an arterial or collector facility on the Broward County Trafficways Plan or otherwise designated within this element.

Policy 2.1.7 It shall be the policy of the City that all low cost improvements, such as the addition of turn lanes and more effective signage, will always be considered before additional travel lanes are added to any municipal street.

Policy 2.1.8 The City will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.

Policy 2.1.9 The City will coordinate and cooperate with the State and County to improve roadways within Margate.

Policy 2.1.10 The City will continue to participate in the Broward County Technical Coordinating Committee.

Policy 2.1.11 In accordance with the Broward County Comprehensive Plan, the City shall coordinate with FDOT and/or Broward County to develop action plans for each over capacity roadway within Margate.

Policy 2.1.12 The City shall coordinate with Broward County on developing transportation demand management programs to modify peak hour travel demands and reduce the number of vehicle miles traveled per capita within the City and Region. Such programs may include ride sharing, preferred parking and flex schedules.

Objective 2.2.0: The City shall continue to implement a concurrency management system which monitors and manages new growth in conformance with Florida's Local Government Comprehensive Planning and Land Development Regulation Act.

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

Policy 2.2.1: The City of Margate adopted in 1994 and since then maintains a concurrency management system that assures substantial conformity with both the Margate and Broward Comprehensive Plans when assessing all development activities. Further, a development order may be issued within an impacted roadway exceeds its adopted LOS standard only if 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:

Proposed Use:	Impact Distance (miles):
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 development 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 decision.

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 an 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 for 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(l) 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 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

h. The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required transportation improvements in a manner consistent with F.S. §163.3180(5), and that the proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility, pursuant to F.S. §163.3180.

The Margate development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with F.S. §163.3180 through any of the following situations. Development Action includes any land use change, site plan approval, building permit, zoning permit, subdivision approval, rezoning, special exception, variance, or any other official action of the City Commission or other appropriate City official or agency.

(a) The necessary transportation facilities are in place at the time a Development Action is approved by the City Commission or other appropriate City officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place concurrent with the impacts of the development;

(b) The necessary transportation facilities are under construction at the time a Development Action is approved by the City Commission, or other appropriate City officials.

(c) The necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Action is approved by the City Commission, or other appropriate City officials.

(d) The necessary transportation facilities have been included in the Municipal, County or State annual budget at the time a Development Action is approved by the City Commission, or other appropriate City officials although the facilities are not yet the subject of a binding contract for their construction; and/or,

(e) At the time a Development Action is approved by the City Commission, or other appropriate City officials, the City is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with F.S. §163.3180 At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element or an alternative implementation plan which is determined by the State Land Planning Agency to be in compliance with F.S. §163.3180 and supported by all necessary implementing land development regulations and a concurrency monitoring system.

(f) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required transportation improvements in a manner consistent with F.S. §163.31809(5), and that the proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility, pursuant to F.S. §163.3180.

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

Goal 3.0.0: The City will actively promote the provision of a safe, convenient and efficient transportation system for motorized and non-motorized modes of travel.

Objective 3.1.0: The City shall adopt land development regulations that establish standards for parallel frontage roads,

interconnected driveways or their design equivalent shall be required to reduce conflicts between local and through traffic.

Measure - Number of curb-cuts/median openings/parking lot interconnections.

Policy 3.1.1: The City shall adopt land development regulations that require new developments and redevelopment projects to comply with adopted access management requirements.

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

Policy 3.2.1: The City Commission shall have an adopted Master Bikeway/Walkway Plan by December 2011.

Policy 3.2.2: The Master Bikeway/Walkway Plan shall be reviewed annually, and recommendations for additions, deletions and/or corrections shall be made to the City Commission for adoption, and incorporated into the Capital Improvements Element.

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

Policy 3.2.4: At the time of plat approval, the City Commission may require additional bikeways/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.

Policy 3.2.5: Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas and commercial areas.

Policy 3.2.6: At time of site plan review, the City will encourage the provision of ample and secure bicycle parking at

schools, libraries, recreational facilities, and significant commercial and multi family developments.

Policy 3.2.7: At the time of the plat approval, the City will continue to require dedication of right-of-way consistent with Broward County Trafficway Plans for wide curb lanes to accommodate bicycles and provide parallel sidewalks as part of arterial roadway construction projects.

Policy 3.2.8: The City shall encourage bikeways/walkways to be buffered from vehicular lanes by being located outside the curb and separated by a landscaping strip where feasible.

Policy 3.2.9 The City shall coordinate with the Broward County Planning and Redevelopment Division for compliance with the established bicycle and pedestrian level of service standards to be used for concurrency and short/long range planning purposes and the established methodology for establishing level of service standards by December 2011.

Policy 3.2.10 The City shall coordinate with the bicycle and pedestrian advisory committee for input on the prioritization of projects.

Policy 3.2.11 By June 2012, the City shall coordinate with Broward County to identify projects needed to achieve the identified pedestrian and bicycle level of service standards in compliance with the defined prioritization strategy to rank projects within each concurrency district.

Objective 3.3.0: The City will continue to participate in joint planning activities with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclists, and take appropriate steps to maintain level of service.

Measure - number of accidents per population.

Policy 3.3.1: Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service.

These improvements shall always be considered prior to adding travel lanes.

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

Measure - linear feet resurfaced/linear feet reconstructed ratio.

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

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

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

Policy 3.4.4: A formal resurfacing/reconstruction program will be initiated following the City Commission's review of the inventory.

Objective 3.5.0: The City shall continue to take action at the local level and participate in cooperative intergovernmental plans and programs that will improve the safety of the transportation system.

Measure - number of site plans which meet existing traffic engineering standards.

Policy 3.5.1: The City shall continue to implement land development regulations that control the connections of driveways and roads to Trafficways as identified in the Broward County Trafficways Plan and other adjacent roadways as described by either the Florida Department of Transportation (FDOT) Highway Access Manual, the Broward County Land Development Code or City requirements. [BCLUP 2.17.1]

Policy 3.5.2: The City shall enforce the off-street parking requirements for all land uses, particularly industrial,

commercial and multi-family developments.

Policy 3.5.3:	The City shall continue to enforce land development regulations that require all proposed site plans to demonstrate compliance with adopted design criteria for on-site motorized and non-motorized circulation.
Goal 4.0.0:	The City will coordinate transportation and land use planning activities to ensure safe and adequate transportation facilities and services are available to meet existing and future needs of Margate's population and economy.
Objective 4.1.0:	The 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 the existing and future residents and land use patterns. . Measure - percentage of roadways operating at or above adopted level of service standards.
Policy 4.1.1:	The City shall require all applicants requesting land use plan amendments to provide a traffic analysis that documents the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the City for consideration by staff and the City Commission during the amendment approval process.
Policy 4.1.2:	To minimize the impact on locally-maintained transportation facilities, land uses which generate high traffic volumes will be located adjacent to or have safe and adequate access to principal arterials, expressways, or other regionally-significant roadway facilities.
Policy 4.1.3:	Through participation on the Broward County MPO and TCC, the City will ensure that future transportation facilities will be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.
Objective 4.2.0:	The City will ensure adequate rights-of-way are available to meet Margate's future transportation needs.

Measure - number of right-of-ways which are operating at acceptable levels of service standards.

Policy 4.2.1: Through participation in the TCC, MPO and TAC, the City will continue to urge the Broward County Planning Council (BCPC) to continue the implementation of the Broward County Trafficways Plan in order to protect the rights-of-way necessary for the establishment of the Regional Roadway Network.

Policy 4.2.2: In order to protect the corridors identified on the Broward County Trafficways Plan, the City shall not issue building permits for construction of buildings within identified rights-of-way.

Policy 4.2.3: During BCPC's authorized periods of municipal review, the City Commission may formally submit requests for additions, deletions, or modifications to the Broward County Trafficways Plan.

Policy 4.2.4: The City will continue the practice of obtaining necessary right-of-way, in conformance with adopted right-of-way plans, including the Broward County Trafficways Plan, at time of issuance of development permits.

Goal 5.0.0 To provide a transportation system which minimizes environmental impact and conserves energy.

Objective 5.1.0 The City of Margate will continue to participate in the intergovernmental plans and programs that will produce a transportation system that operates at acceptable levels of service and minimizes negative environmental impacts

Measure – number of lane miles operating at acceptable level of service standards expresses as a percentage of the total lane miles of the City.

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

Policy 5.1.2 The City will cooperate with the implementing agencies to explore the feasibility of locating park and

ride lots in proximity to, or within, the City which may service transit services, such as the High Speed Rail System, the Tri-County Rail System and Express Bus Services.

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

Policy 5.1.4 The City discourages unnecessary traffic signalization.

Policy 5.1.5 The City shall coordinate with Broward County to make the existing transportation system operate more efficiently by continuing to implement Transportation System Management (TSM) strategies such as improving road conditions, intersections improvements, and computerized traffic signals.

Policy 5.1.6 Through participation in the MPO, the City shall work to reduce the per capita vehicle miles traveled by implementing transportation demand management (TDM) strategies such as ride-ride sharing and preferred parking programs.

Goal 6.0.0: The City shall continue to provide a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of Margate.

Objective 6.1.0: The City shall continue to participate in cooperative intergovernmental planning and programs that will increase transit ridership.

Measure - a proportionate annual increase in transit riders within Margate.

Policy 6.1.1: For the purpose of issuing development orders and permits, the adopted public transit level of service shall be the same as the service provider, Broward County, a fixed-route transit service to at least 70 percent of all residences and employment locations during peak hour.

Policy 6.1.2: The City, through its participation on the MPO, shall urge the county to continue to provide bus service in the City to achieve the adopted level of service standards.

Policy 6.1.3:	The City, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.
Policy 6.1.4:	The City, through its interlocal agreement with Broward County will continue to supplement the county-wide public transit system with local mass transit service consistent with existing service standards.
Policy 6.1.5:	Support efforts of Broward County MPO, Broward County Division of Mass Transit and Tri-Rail that ensure the required transit services area available to meet the level of service criteria.
Policy 6.1.6:	Encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.
Objective 6.2.0:	Through the Metropolitan Planning Organization, the City shall urge Broward County to provide transit service to all present and future major trip generators and attractors. Measure - number of major trip generators and attractions served by mass transit.
Policy 6.2.1:	The City shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating a feeder parking lot and associated County bus service in proximity to Margate to complement the Tri-County Commuter Rail Service.
Policy 6.2.2.:	The City shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating Park and Ride locations for regional sports and cultural activities within the City.
Policy 6.2.3:	The City shall coordinate and cooperate with the implementing agencies to determine the feasibility of establishing a BCT transit link between Margate and other major transportation terminals, including Miami International Airport, Fort Lauderdale Hollywood International Airport, and Port Everglades.

Policy 6.2.4: Through participation in the TAC, the City shall support modifications to the Land Development Code that implement design criteria to improve the aesthetics and comfortability at transit facilities.

Policy 6.2.5: Support funding of Broward County Mass Transit Division and Tri-Rail to maintain local transit facilities.

Objective 6.3.0: The City shall ensure adequate rights-of-way are available to meet Margate's future mass transit and transportation needs.

Measure - amount of property reserved for transportation including mass transit.

Policy 6.3.1: In order to protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the City will continue to implement land development regulations that require new developmental rights-of-way in conformance with the Broward County Trafficways Plan.

Policy 6.3.2: The City shall protect future rights-of-way by implementing land development regulations that prohibit issuance of a building permit for construction of a building or vertical structure within the ultimate right-of-way of corridors identified on the Broward County Trafficways Plan. The setback shall not apply to traffic devices, utility infrastructure and other necessary or customary encroachments (ex: bus shelters, bike racks, roadside memorials, street furniture, etc., as determined by the City), and may be modified or waived by the City's Board of Adjustment upon its determination that the setback denies all beneficial use of the property proposed for development. The City shall support County requests for transit-related improvements as part of the development permitting process. [BCLUP 2.17.6]

Objective 6.4.0: The City will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Mass Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.

Measure - transit projects which are consistent with the

aforementioned plans.

Policy 6.4.1: The City will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county agency of the City's changing needs.

Policy 6.4.2:	The City will make information available to its citizens regarding ride sharing, particularly the state sponsored Gold Commuter Service as an alternative to the single occupant vehicle.
Objective 6.5.0	The City shall coordinate with Broward County and the MPO to promote energy efficiency in the public transit network.
Policy 6.5.1	The City shall maintain public transit vehicles so that they operate at their maximum level, replacing older, inefficient public transit vehicles with energy efficient ones.
Policy 6.5.2	The City shall increase the public transit mode split through strategies such as appropriate transit route planning, decreasing peak-hour headways, improving accessibility of public transit facilities, and through promotion of public transit.
Policy 6.5.3	The City shall continue to implement bicycle racks on new buses in its fleet and at transit stations.
Policy 6.5.4	The City shall coordinate with Broward County and the MPO in continuing to explore long term high capacity transportation alternatives such as light rail, trolleys, monorail, and other alternative people movers.
Policy 6.5.5	The City shall continue to provide community bus service for residents.
Goal 7.0.0:	Urge BCT to develop a level of transit service which provides an alternative to the private automobile for those who wish to change modes.
Objective 7.1.0:	The City shall integrate the transit system and facilities with the road system, particularly in congested areas. Measure - transit available on all arterials operating below level of service -"D".
Policy 7.1.1:	The City will work to retain and enhance the Margate Terminal bus transfer facility, the most heavily used stop.

Policy 7.1.2:	The City will support the Broward County Transit Development Plan (TDP).
Policy 7.1.3	The City will continue to provide a transit level of service coverage that exceeds 70%.
Objective 7.2.0:	The City shall urge Broward County to provide transit coverage within one-quarter mile of all concentrations of medium and high density residential areas of Margate, particularly those with a propensity for transit ridership. Measure - number of multi-family developments of 100 units or greater which have transit service available within one-quarter mile.
Policy 7.2.1:	The City will urge maintenance of the current basic route pattern, of not disturbing single family neighborhoods, by keeping transit service primarily on County and City designated trafficways.
Goal 8.0.0:	Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.
Objective 8.1.0:	The City shall urge the County to continue and expand as appropriate programs of the ADA Para-Transit Program. Measure - number of trips which City residents make by using this service.
Policy 8.1.1:	Via citizen comments, the City will monitor the "demand-response" service being provided to Margate to assure County compliance with this objective.
Objective 8.2.0:	The City shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped. Measure - number of handicapped-accessible buses serving the City.
Policy 8.2.1:	The City will urge the County to provide designated wheelchair-accessible routes.

Policy 8.2.2:	The City will urge the County to provide wheel-chair-accessible buses on any future bus service provided within Margate.
Goal 9.0.0:	Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe and adequate aviation system.
Objective 9.1.0:	The City shall continue to monitor the proposed development of any aviation facilities in close proximity to the City. Measure - Number of reports by staff to the City Commission; number of official city actions taken.
Policy 9.1.1:	The City shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct any airport in close proximity to the City.
Objective 9.2.0:	The City shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses. Measure - Consistency of heliport siting and operation to Land Development Code provisions.
Policy 9.2.1:	Heliport facilities and operations are encouraged principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.
Policy 9.2.2:	Proposed heliport sites should be restricted to the hospital complex.
Policy 9.2.3:	The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.
Goal 10.0.0:	Coordinate with Broward County in the implementation of the countywide Transportation Element recognizing that the City includes parts of the Regional (County/State) Roadway system and other modes of transportation.

Objective 10.1.0: The City will coordinate with Broward County in the implementation of their Transportation Element. The City is planned with generally intensively developed uses located along major transportation routes.

Measure – Annually meet with the Broward County Transportation Planning Division to coordinate activities, programs and data.

Policy 10.1.1: The City shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The City does not contain any designated public transportation corridors, however, the City will participate in providing data to the County and for FDOT and coordinate parking strategies and alternatives to utilizing the FIHS by local traffic.

Policy 10.1.2: The City recognizes that Broward County is the lead agency responsible for mass transit service and overall transportation planning on a countywide basis. To encourage more ridership, the City will continue to provide service schedules at City Hall and implement the Land Development Regulations concerning providing mass transit stops for major traffic generators and attractors.

The generalized volumes for each level of service category, by roadway type, were obtained from the 2002 Quality/Level of Service Handbook published by the Florida Department of Transportation in 2002.

SERVICE VOLUMES

Roadway capacities for different levels of service are referred to as service volumes and vary by the type of roadway analyzed, the number of signals per mile and the number of lanes. The level of service volumes for annual average daily conditions were obtained from Table 4-1 of the 2002 Quality/Level of Service Handbook, and two-way peak hour level of service volumes were obtained from Table 4-1.

EXHIBITS

LEGEND

CITY LIMITS

UNITm ACCESS FREEWAY-
DMDEO ACCESS ONLY AT SPECIFC
Nm:RW..RCW>WAYS

=-IAL xnmi /STORAGE.
SIDEWALKS ON 8011-I SIDES

DMD m'UNDMDEO
SIGtw. LOCATIONS

SIGNIFICANT PARKING FACILITIES

CITY OF CORAL SPRINGS

CITY LIMITS

N.W. 80th TERR.

C-14 CANAL

MARGATE BLVD.

N.W. 80 TH AVENUE

N.W. 18th ST.

HOLIDAY SPRINGS BLVD.

RIVERSIDE DRIVE

WOODSIDE DRIVE

N.W. 76th AVE.

CITY OF NORTH LAUDERDALE

SOUTHGATE BLVD.

N.W. 1st ST.

ROCK ISLAND ROAD

N.W. 30 ST.

NORTH

PALM AIRE DR.

N.W. 66th AVE.

N.W. 65th AVE.

SOUTH BAY DR.

SAMPLE ROAD

BAY I DR.

CITY OF CORAL SPRINGS

CITY LIMITS

TURTLE CREEK DRIVE

N.W. 62nd. AVE.

KIMBERLY BLVD.

S.R. 7 / U.S. 441

COLONIAL DR.

NW 31ST

S.R. 7 / U.S. 441

N.W. 54 Th. ST.

AVE.

WOE ABLVD.

CITY LIMITS

FLORIDA TURNPIKE (NO ACCESS)

COCONUT CREEK PARKWAY

COPANS ROAD

CORAL GATE BLVD.

BANKS RD.

CITY LIMITS

CITY OF COCONUT CREEK

SOURCE: CAS AS OF MARCH 1999

Designed: MM 01/98
Drawn: WT 01/98
Checked MM 01/99

CRAIG A. SMITH & ASSOCIATES
CONSULTING ENGINEERS-PLANNERS-SURVEYORS
1000 West McNab Road- Pompano Beach, Florida 33069 (954) 782-8222

PREPARED FOR

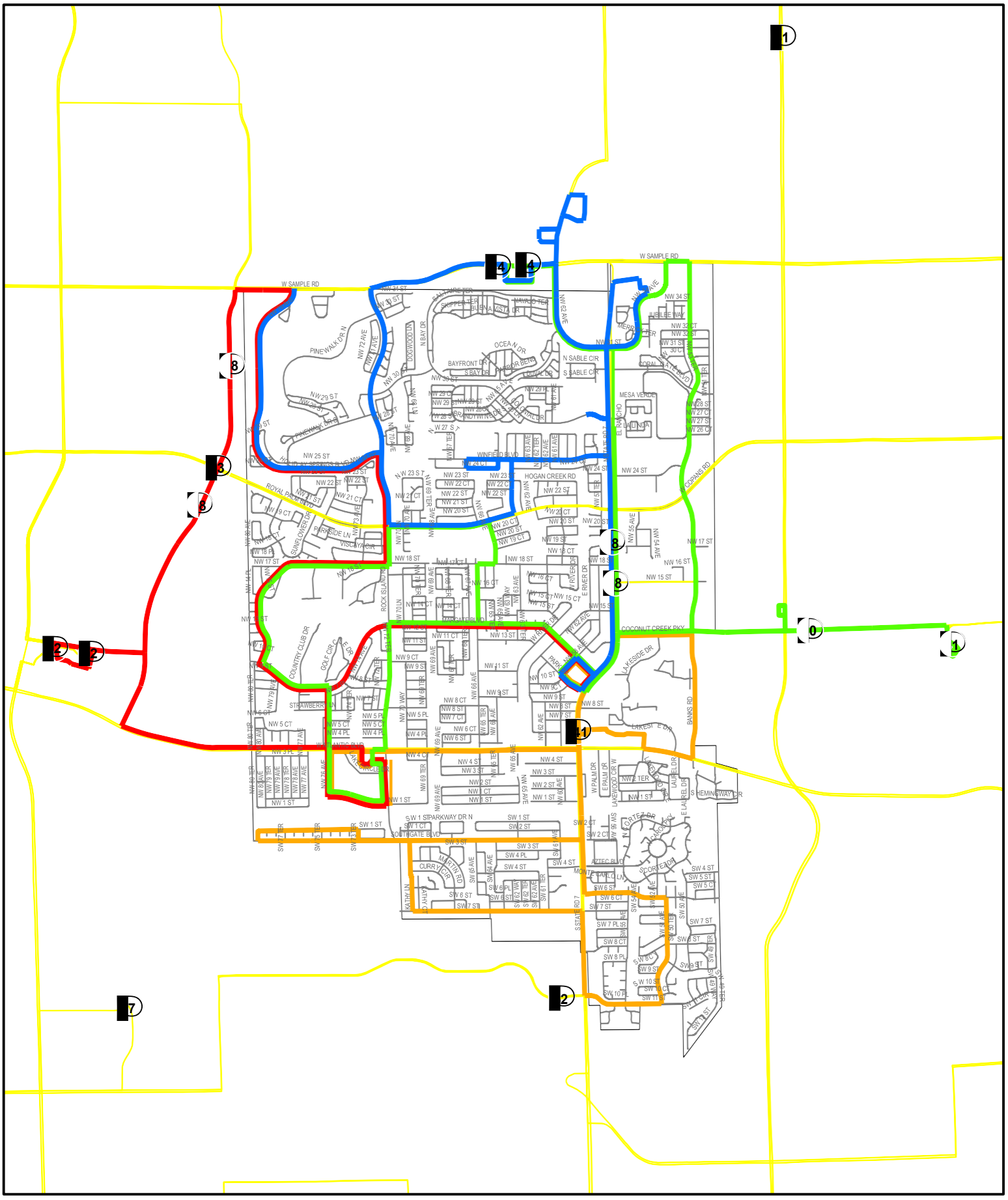
CITY OF MARGATE

FIGURE 11-1
EXISTING ROADWAY SYSTEM

PROJECT NUMBER (1"=1000') (97-0435)

SHEET NUMBER 2

FIGURE II-2-A



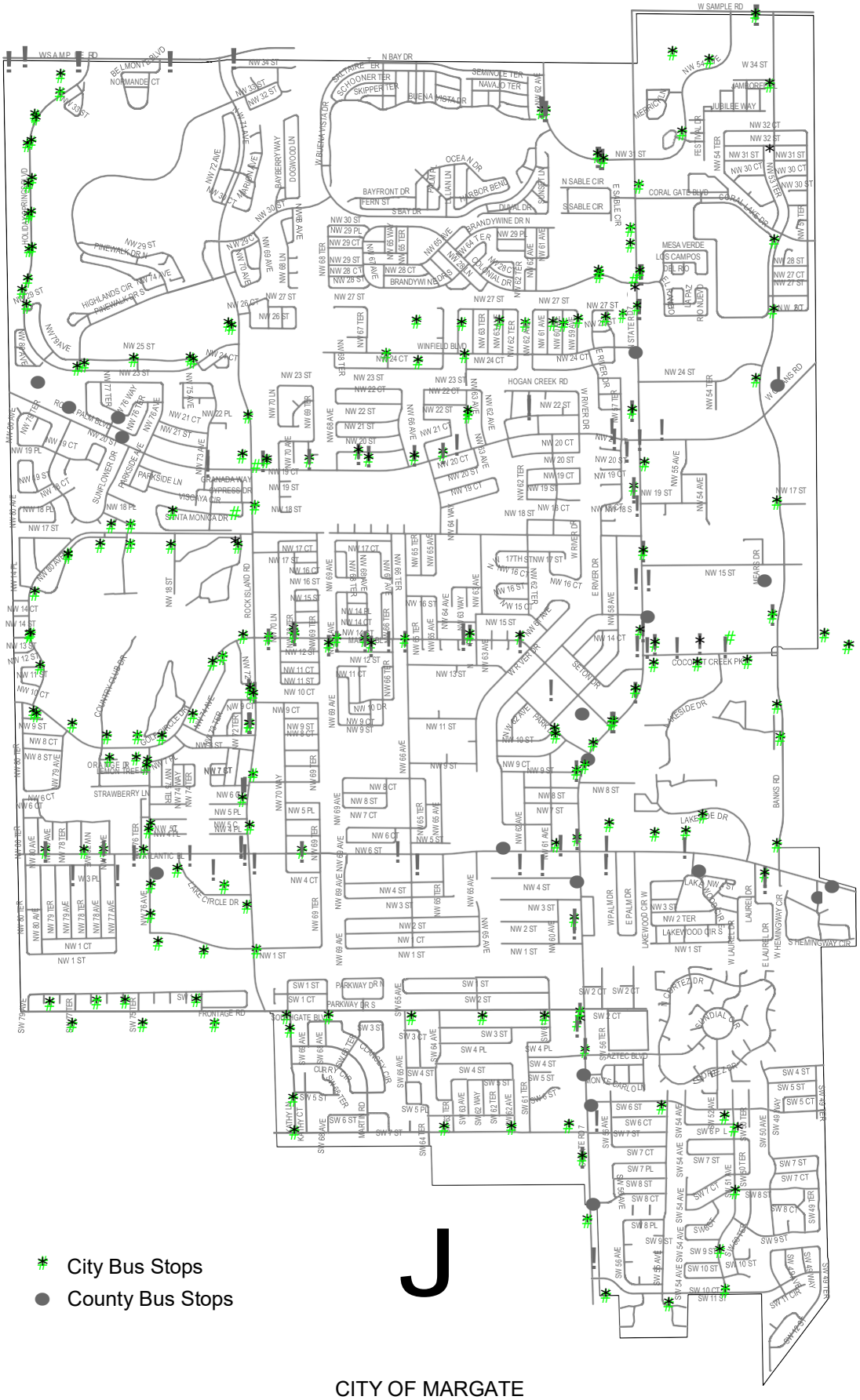
CITY ROUTE A
CITY ROUTE B
CITY ROUTE C
CITY ROUTE D
COUNTY ROUTE

CITY OF MARGATE

EXISTING BUS ROUTES

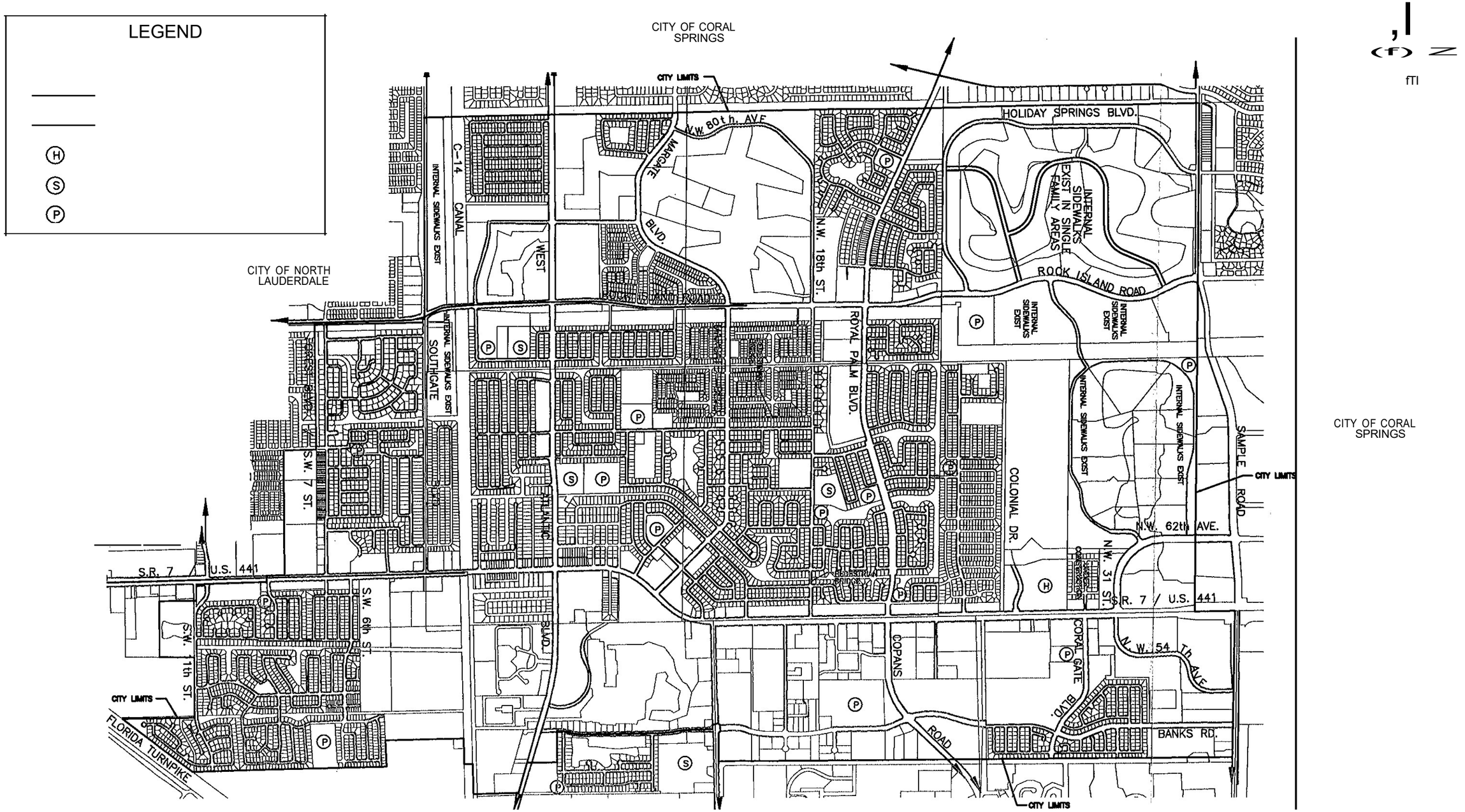
J

FIGURE II-2-B



CITY OF MARGATE

EXISTING BUS STOPS



SOURCE: CAS AS OF MARCH 1999

NO	DATE	REVISION	BY

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Checked: MM 01/98

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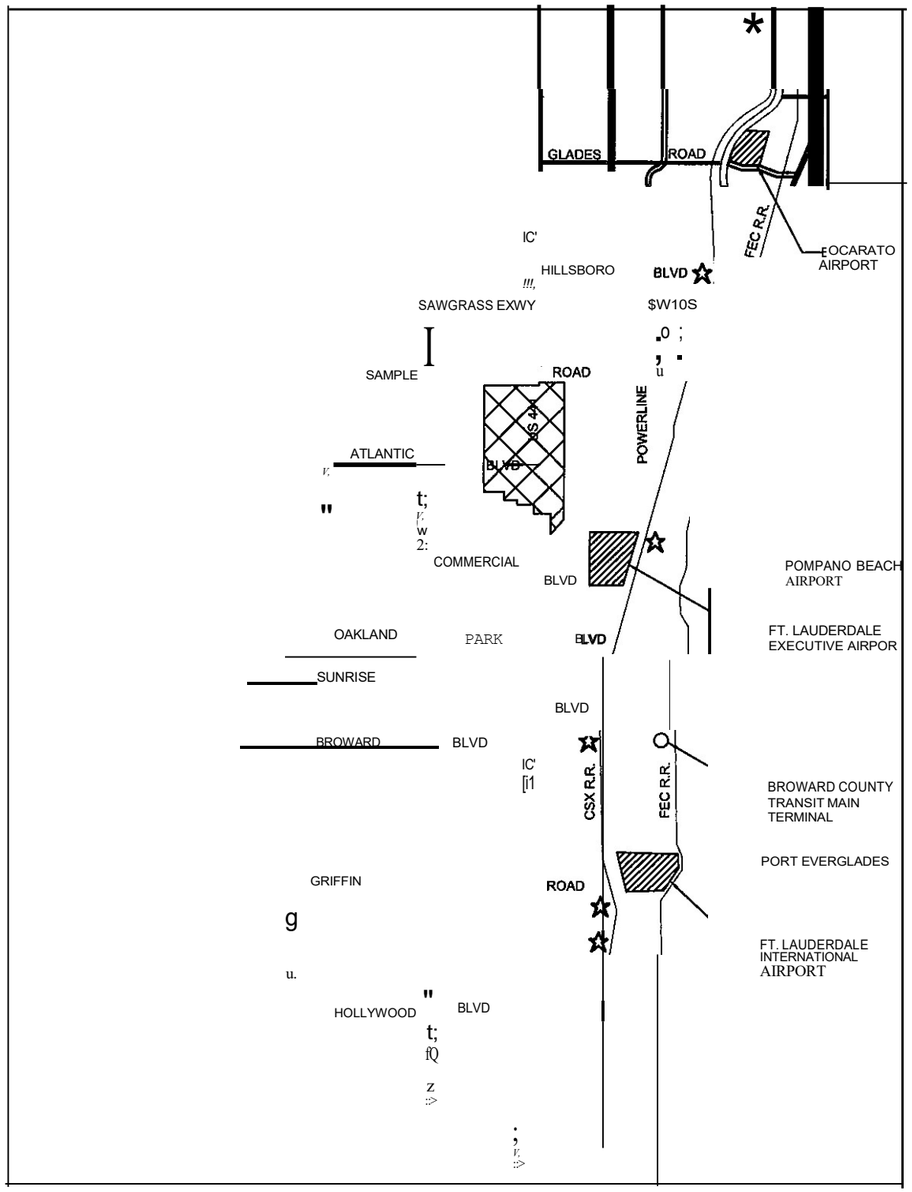
1000 West McNab Road - Pompano Beach Florida 33069 (954) 782-8222

FOR
CITY OF MARGATE

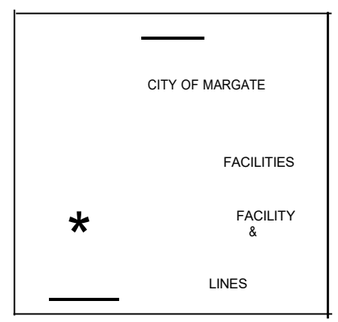
FIGURE 11 - 3
XISTING BICYCLE AND PEDESTRIAN WAY G
1"=1000'

PROJECT NUMBER
97-0435

SHEET NUMBER
2



DISTANCE FROM CITY TO:	
PORT EVERGLADES	8.0 MILES
FT. \..AUDERDALE AIRPORT	10.0 MILES
FT. LAUDERDALE EXECUTIVE AIRPORT	1.0 MILES
POMPANO BEACH AIRPORT	4.5 MILES
BOCA RATON AIRPORT	9.0 MILES



SOURCE: CAS AS OF MARCH 1999

	BY	DATE
Designed: MM		01/98
Drawn: WT		01198
Checked: MM		01£99

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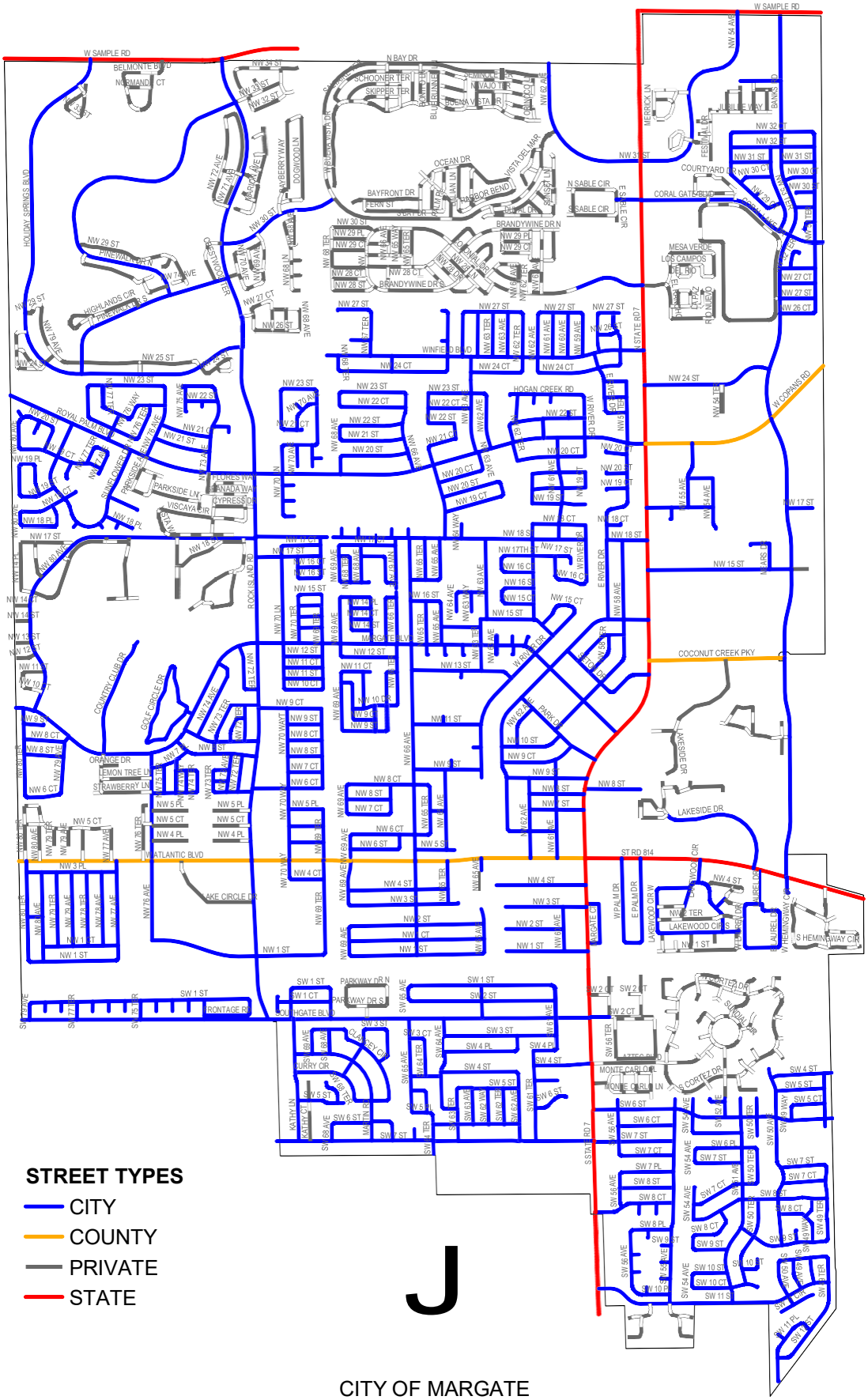
CITY OF MARGATE

FIGURE 11-4
EXISTING PORTS, AIRPORT FACILITIES,
-RA-1L_w_A_v_s_._A_N_o_1_N_T_ER_M_o_o_A_L_FA_c_1_L_1T_1E_s

(SCALE)
B
97-0435

FIGURE II-5



CITY OF MARGATE

EXISTING STREET TYPES

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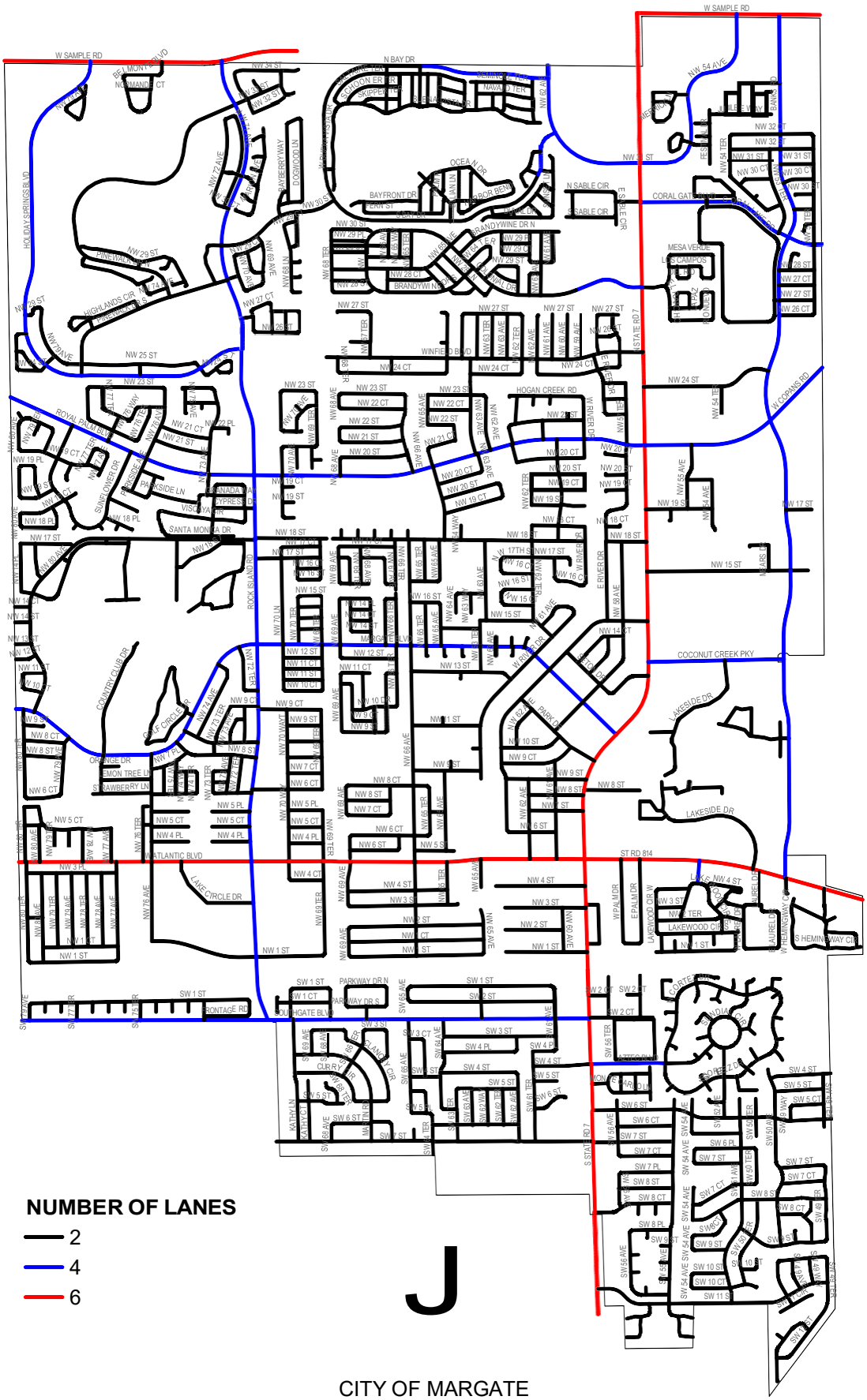
FIGURE II-6



CITY OF MARGATE

EXISTING NUMBER OF LANES

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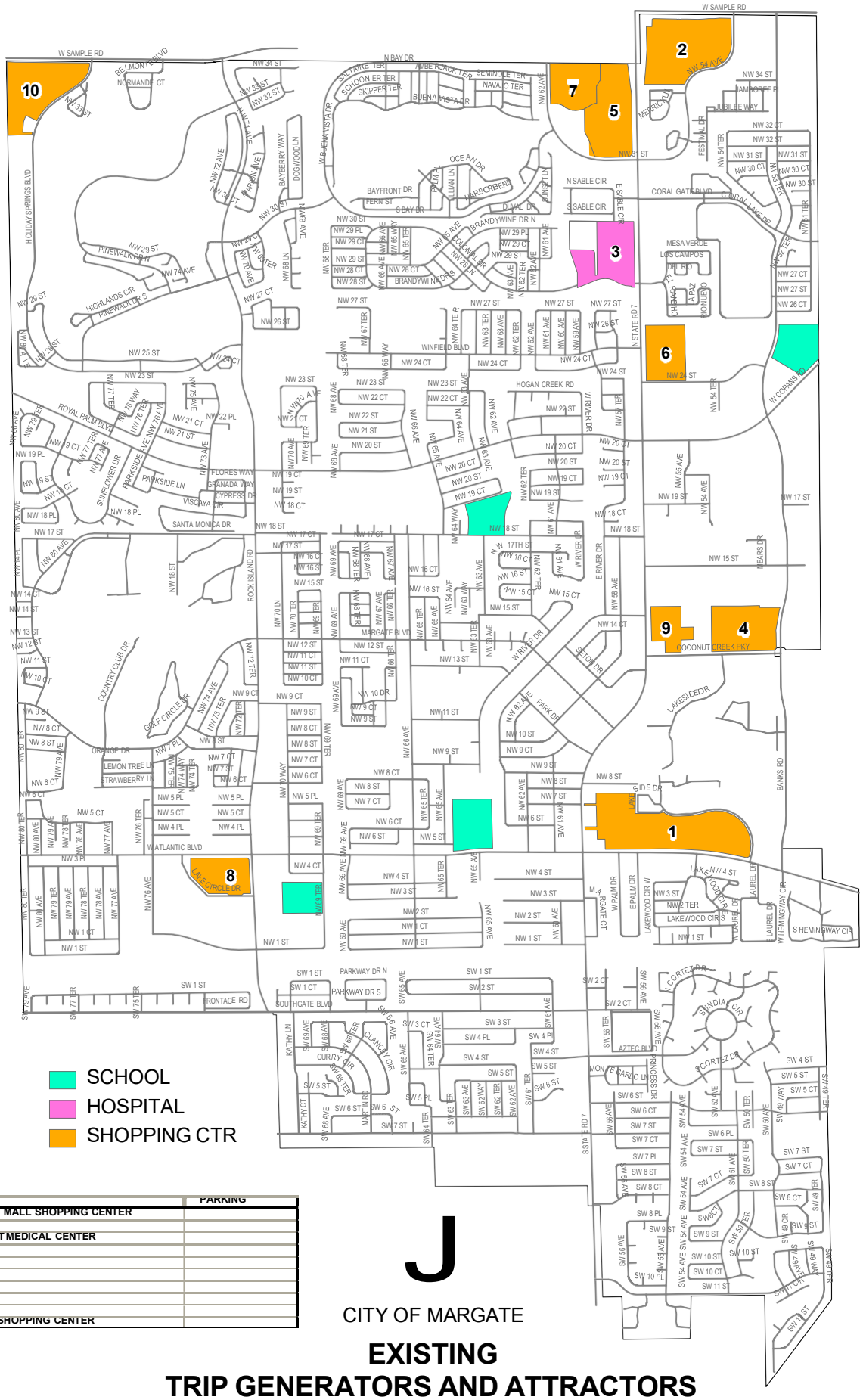
FIGURE II-7



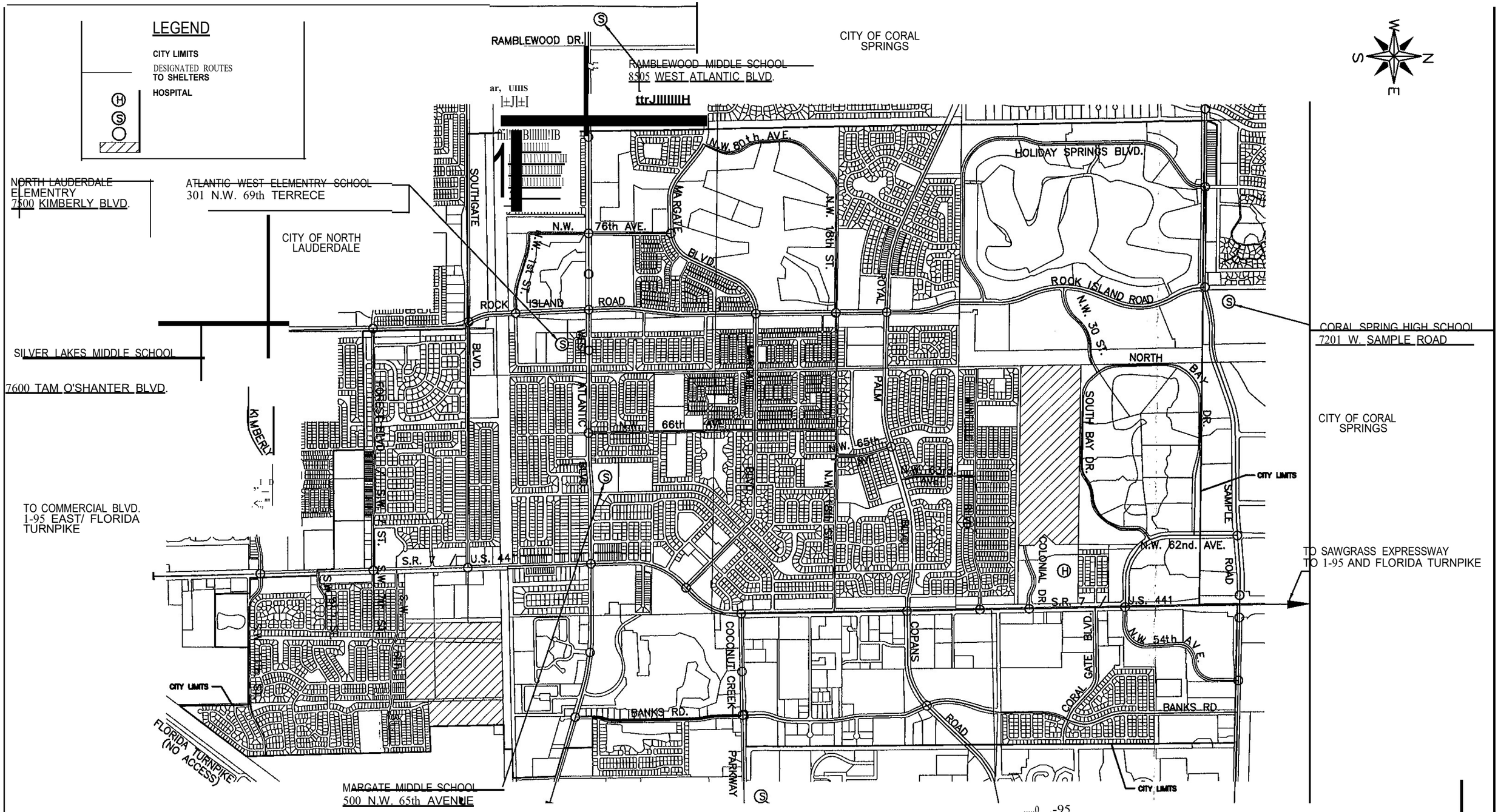
		PARKING
1	LAKEWOOD MALL SHOPPING CENTER	
2		
3	NORTHWEST MEDICAL CENTER	
4		
5		
6		
7		
8		
9		
10	CAROLINA SHOPPING CENTER	

J

CITY OF MARGATE

EXISTING
TRIP GENERATORS AND ATTRACTORS
AND PARKING FACILITIES

M:\ArcMap Projects\Planning\comprehensive_plan\transportation_element\II-7_existing_trip_generators_attractors_parking_lac.mxd



SOURCES: BROWARD COUNTY EMD 1/99
CAS AS OF MARCH 1999

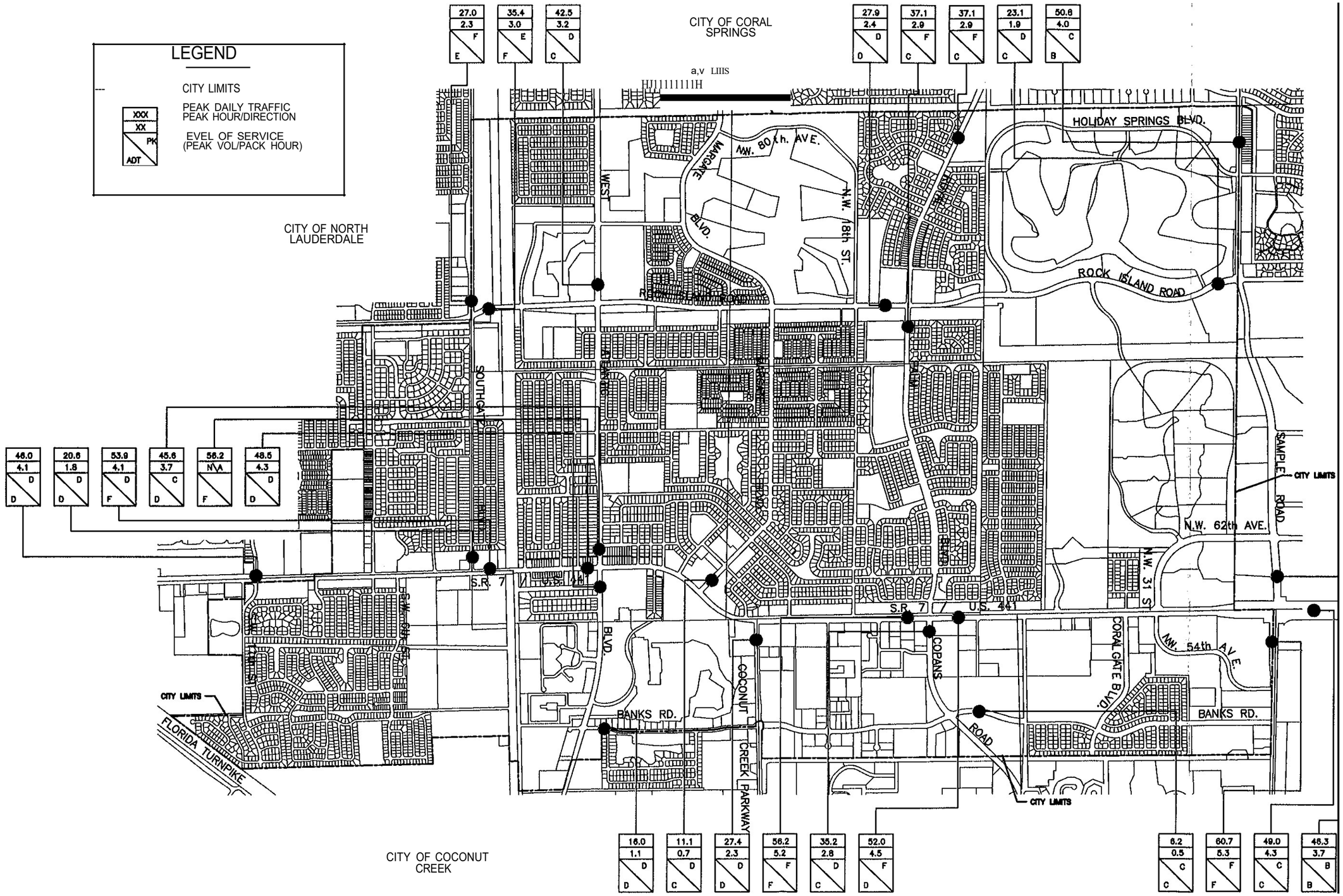
CRAIG A. SMITH & ASSOCIATES
CONSULTINGENGINEERS PLANNERSSURVEYORS

PREPARED FOR
CITY OF MARGATE

EXISTING EVACUATION ROUTES

FIGURE 1-8

PROJECT NUMBER (97-0435)



SOURCES: BROWARD COUNTY / MPO MARCH 2002

NO.	DATE	REVISION	BY
	11/04 03	UPDATED DATA	

Designed: MM 01/98
Drawn: WT 01/98
Checked: MM 01/99

CRAIG A. SMITH & ASSOCIATES
LEIGH R. KERR & ASSOCIATES

PREPARED FOR
CITY OF MARGATE

FIGURE 11-9
EXISTING DAILY TRAFFIC,
PEAK HOUR & LEVEL OF SERVICE

SCALE: 1"=1000'
PROJECT NUMBER: 97-0435
SHEET NUMBER: 1/2

LEGEND

- CITY LIMITS
- LIMITED ACCESS FREEWAY- A LY AT SPECIFIC
- ---------- SIX (6) LANES .tJJ<S\IIffiION STORAGE.
- !Jg¼"/P. .,\3) OR FOUR (4) LANES
- SIGNAL LOCATIONS (EXISTING)
- SIGNAL LOCATIONS (PROPOSED)
- SIGNIFICANT PARKING FACILITIES

CITY OF CORAL SPRINGS

CITY OF NORTH LAUDERDALE

CITY OF CORAL SPRINGS

CITY OF COCONUT CREEK

IVERSIDE DRIVE

OODSIDE DRIVE

HOLIDAY SPRINGS BLVD.

ROCK ISLAND ROAD

N.W. 30 ST.

NORTH

SOUTH BAY DR.

SAMPLE BAY DR.

TURTLE CREEK DRIVE

N.W. 62nd. AVE.

WOCHNA BLVD.

N.W. 76th AVE.

N.W. 66th AVE.

N.W. 65th AVE.

N.W. 63rd AVE.

N.W. 80 TH. AVENUE

N.W. 18th ST.

N.W. 1st ST.

SOUTHGATE BLVD.

KIMBERLY BLVD.

WEST MARGATE BLVD.

MARGATE BLVD.

PALM AIRE DR. S.

PALM AIRE DR. N.

COLONIAL BLVD.

COPANS ROAD

COCONUT CREEK PARKWAY

CORAL GATE BLVD.

N.W. 54 Th AVE.

N.W. 31ST ST.

S.R. 7

U.S. 441

BANKS RD.

C-14 CANAL

CITY LIMITS

FLORIDA TURNPIKE (NO ACCESS)

SOURCE: CAS AS OF MARCH 1999

NO.	DATE	REVISION	BY

Designed: MM 01/98
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Checked: MM 01/99

CRAIG A. SMITH & ASSOCIATES
CONSULTINGENGINEERS-PLANNERS-SURVEYORS
tPJ.2.1000WestMcNabRoad-PompaaoB,aoo/Pr.2.

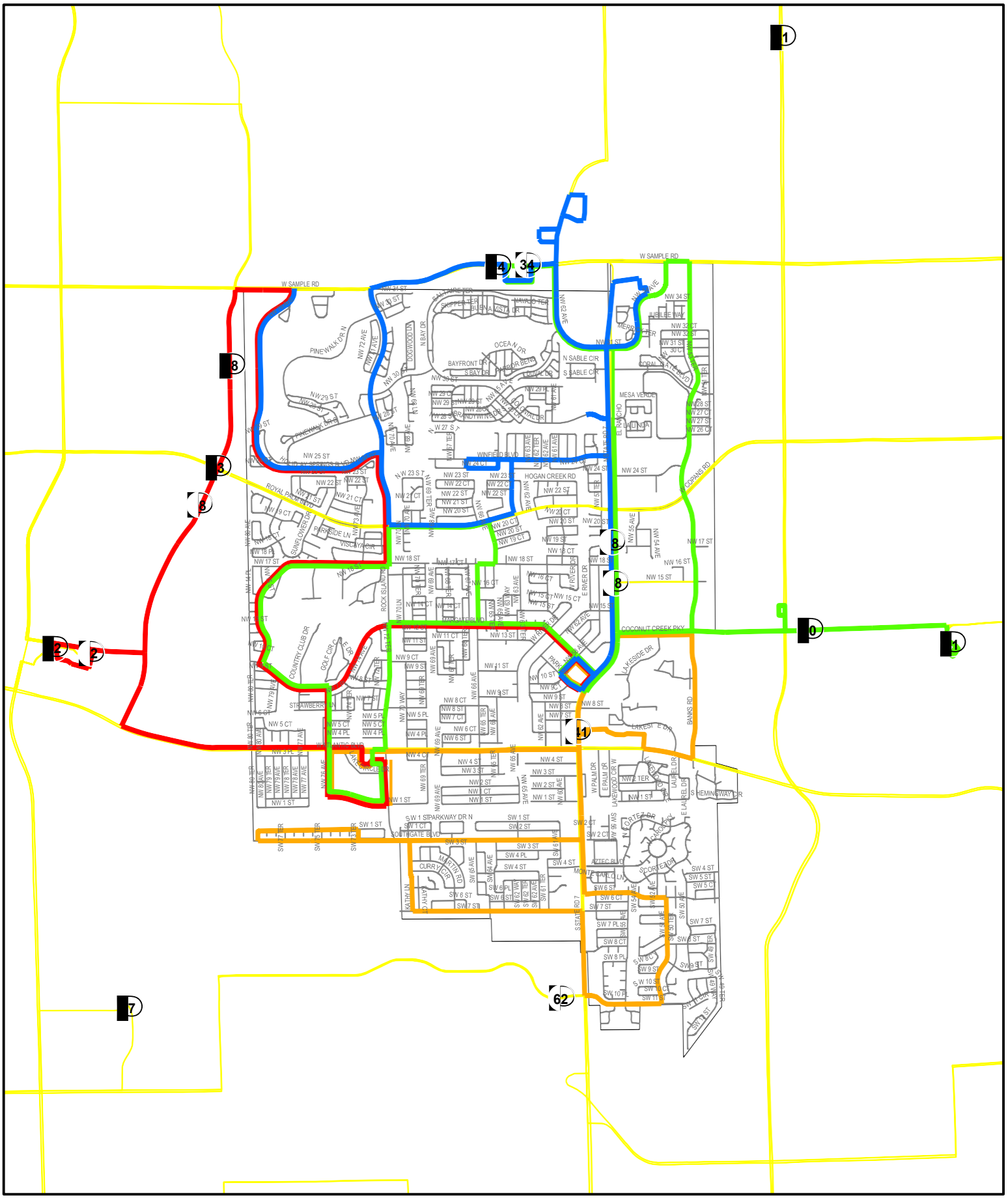
PREPARED FOR
CITY OF MARGATE

FIGURE 11-10
FUTURE ROADWAY SYSTEM

PROJECT NUMBER 97-0435

SHEET NUMBER 2

FIGURE II-11-A



CITY ROUTE A
CITY ROUTE B
CITY ROUTE C
CITY ROUTE D
COUNTY ROUTE

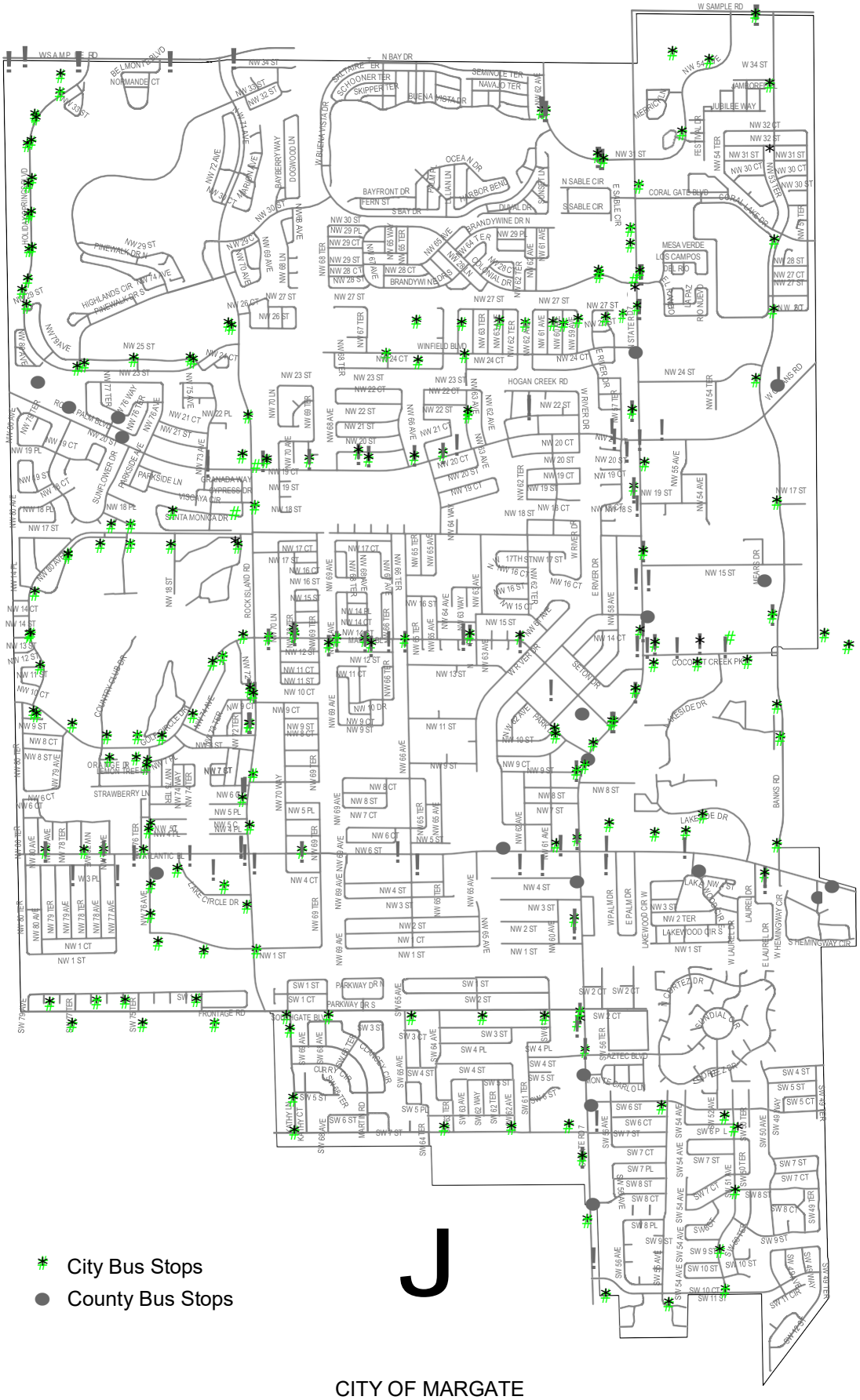
CITY OF MARGATE

FUTURE BUS ROUTES

J

M:\ArcMap Projects\Planning\comprehensive_plan\transportation_element\II-11-A_future_bus_routes.mxd

FIGURE II-11-B



CITY OF MARGATE

FUTURE BUS STOPS

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LEGEND

- CIIY LIMITS
- PEDESTRIAN WALK(EXISTING)
- PEDESTRIAN WALK(FUTURE)
- BIKEWAYS
- Ⓡ HOSPITAL
- Ⓡ SCHOOL
- Ⓡ PARK

CITY OF CORAL SPRINGS

CITY UMIIS

ttillWJ.IJ.1:j

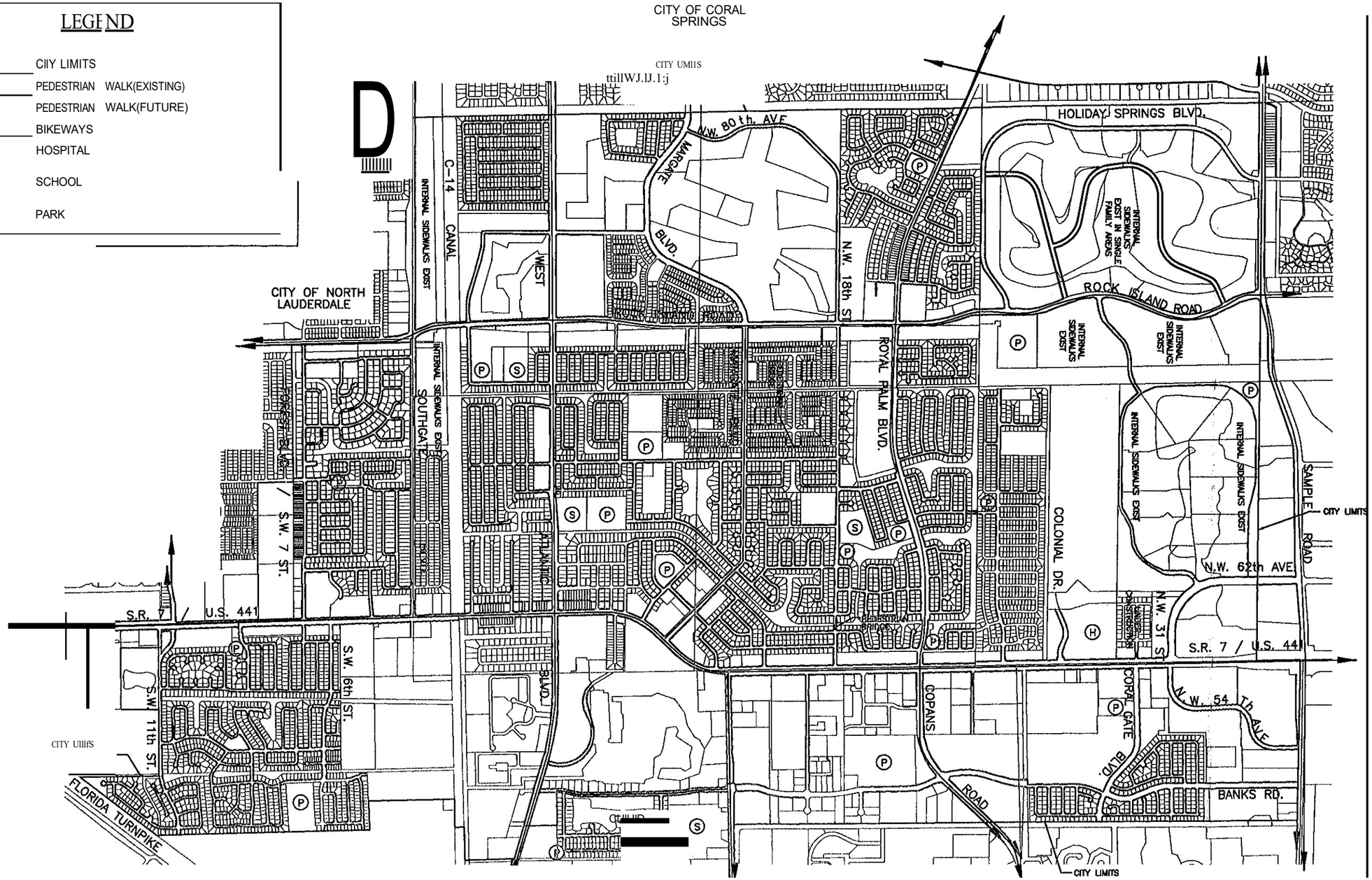
D

CITY OF NORTH LAUDERDALE

CITY UIIIfS

CITY OF COCONUT CREEK

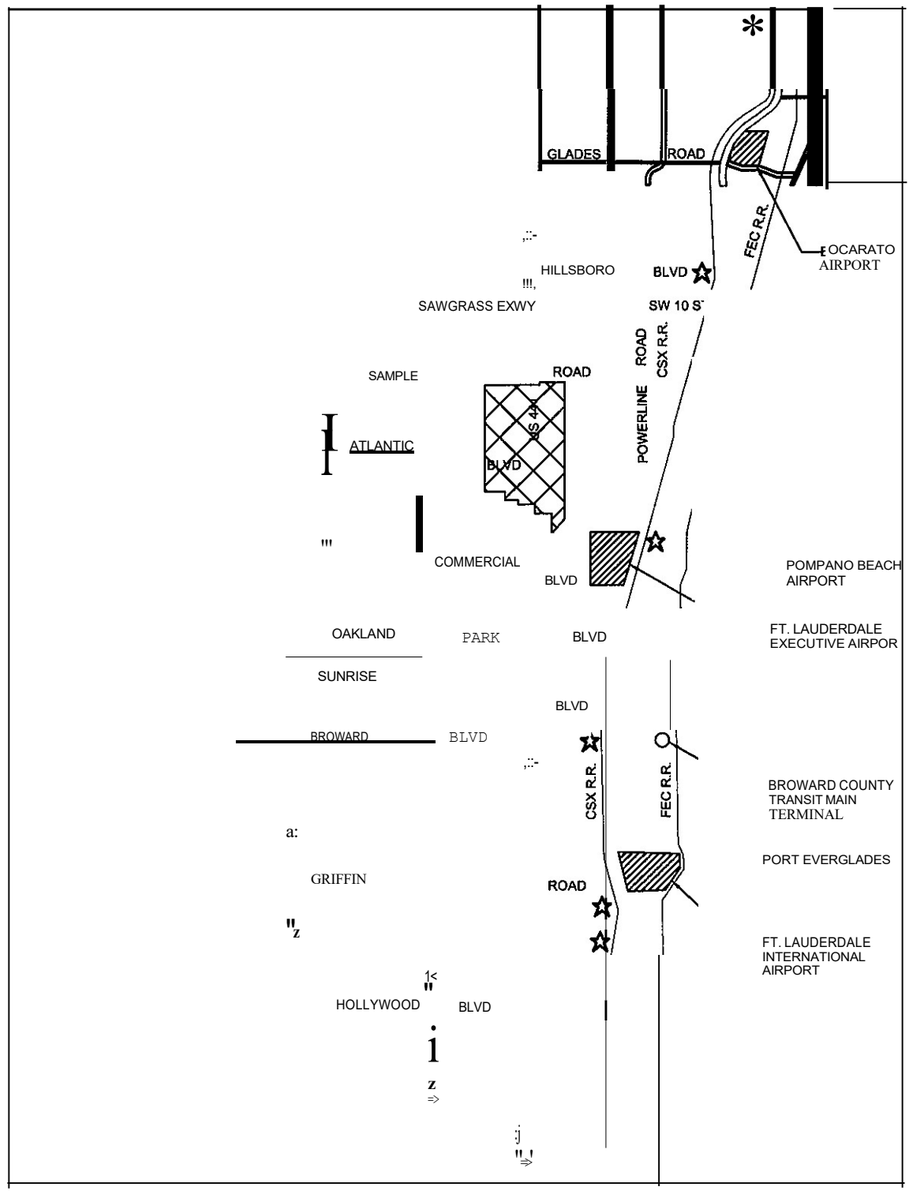
CITY OF CORAL SPRINGS



SOURCE: CAS AS OF MARCH 1999 /BCTE MAP 3-9 (11/98)

Designe<:'· MM 01§98	CRAIG A. SMITH & ASSOCIATES	PREPARED FOR	FIGURE 11-12
Drawn: WT 01§98	CONSULTING ENGINEERS-PLANNERS-SURVEYORS	CITY OF MARGATE	SIGNIFICANT FUTURE BICYCLE AND PEDESTRIAN WAYS
Checked· MM 01/99	f?/62..1000WestMoNabRoad-PompaaoBoaoh(?r,;a		
DATE REVISION BY	'-=-----=--F-lori_d•-33-06_9C_954-)7_62-a_2_22_ ----_•_=.,		C::'i_ 97-0435 '---- 2--'

(iii) SHEET NUMBER 2



DISTANCE FROM CITY TO:	
PORT EVERGLADES	8.0 MILES
FT. LAUDERDALE AIRPORT	10.0 MILES
FT. LAUDERDALE EXECUTIVE AIRPORT	1.0 MILES
POMPANO BEACH AIRPORT	4.5 MILES
BOCA RATON AIRPORT	9.0 MILES

CITY OF MARGATE

(TRI-RAIL.PARK & RIDE LOT)

11111111

SOURCE: CASAS OF MARCH 1999

Designed: MM 01198

Drawn: WT 01/96

BY

CRAIG A. SMITH & ASSOCIATES
CONSULTING ENGINEERS-PLANNERS-SURVEYORS
1000 West McNab Road• Pompano Beach/?/i:2...
Florida 33069 (954) 782-8222

PREPARED FOR

CITY OF MARGATE

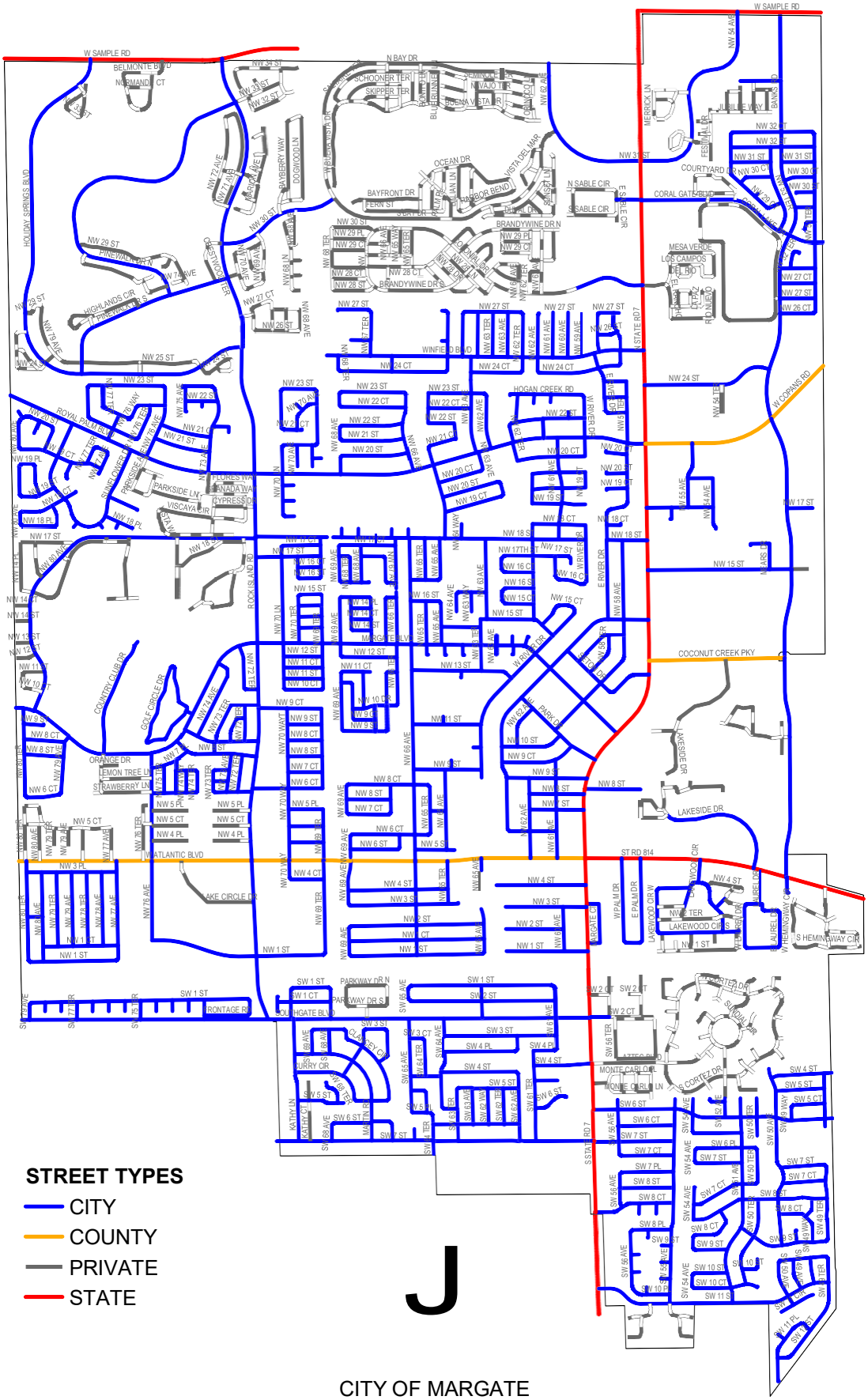
FIGURE 11-13
FUTURE PORTS, AIRPORT FACILITIES,
RAILWAYS, AND INTERMODAL FACILITIES

(SCALE)

PROJECT NUMBER

97-0435)

FIGURE II-14

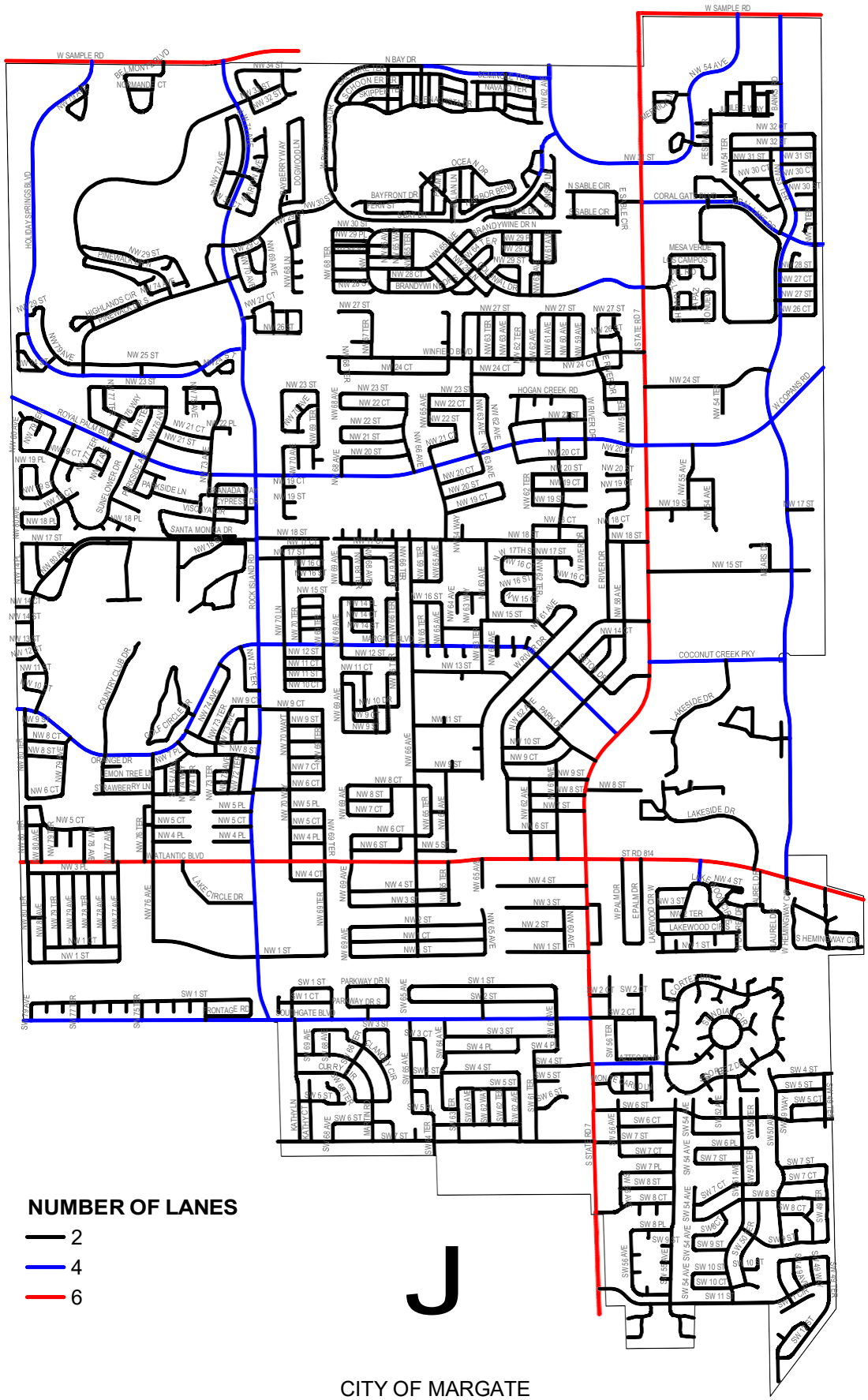


CITY OF MARGATE

FUTURE STREET TYPES

M:\ArcMap Projects\Planning\comprehensive_plan\transportation_element\II-14_future_street_types.mxd

FIGURE II-15

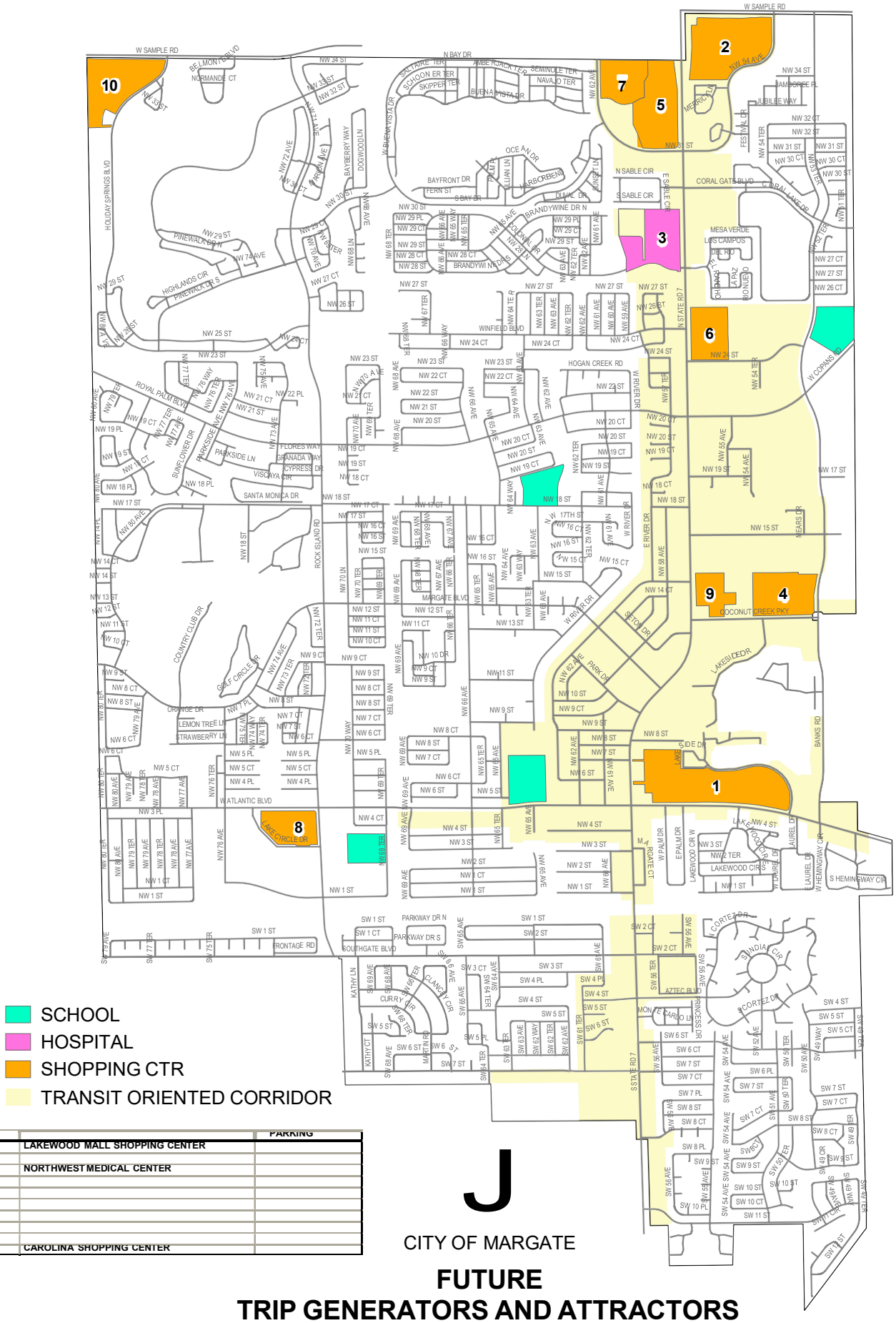


CITY OF MARGATE

FUTURE NUMBER OF LANES

M:\ArcMap Projects\Planning\comprehensive_plan\future_landuse_element\II-15_future_number_of_lanes.mxd

FIGURE II-16


SCHOOL
HOSPITAL
SHOPPING CTR
TRANSIT ORIENTED CORRIDOR
PARKING
LAKEWOOD MALL SHOPPING CENTER
NORTHWEST MEDICAL CENTER
CAROLINA SHOPPING CENTER
J
CITY OF MARGATE
FUTURE
TRIP GENERATORS AND ATTRACTORS
AND PARKING FACILITIES
M:\ArcMap Projects\Planning\comprehensive_plan\transportation_element\II-16_future_trip_generators_attractors_parking_fac.mxd

LEGEND

- CITY LIMITS
- DESIGNATED ROUTES TO SHELTERS
- @ HOSPITAL
- ® EVACUATION SHELTER
- 0 SIGNAL LOCATIONS
- EZZZI MOBILE HOMES

RAMBLEWOOD DR.

RAMBLEWOOD MIDDLE SCHOOL
8505 WEST ATLANTIC BLVD.

CITY OF CORAL SPRINGS

NORTH LAUDERDALE ELEMENTRY
7500 KIMBERLY BLVD.

ATLANTIC WEST ELEMENTRY SCHOOL
301 N.W. 69th TERRECE

CITY OF NORTH LAUDERDALE

SILVER LAKES MIDDLE SCHOOL
7600 TAM O'SHANTER BLVD.

TAM O'SHANTER BLVD.

SOUTHGATE BLVD.

KIMBERLY BLVD.

FOREST HILL BLVD.

N.W. 80th AVE.

HOLIDAY SPRINGS BLVD.

N.W. 76th AVE.

N.W. 1st ST.

MARGATE BLVD.

N.W. 18th ST.

ROYAL PALM

ROCK ISLAND ROAD

N.W. 30 ST.

NORTH BAY DR.

SOUTH BAY DR.

CORAL SPRING HIGH SCHOOL
7201 W. SAMPLE ROAD

CITY OF CORAL SPRINGS

ATLANTIC BLVD.

N.W. 66th AVE.

N.W. 65th AVE.

N.W. 62nd. AVE.

SAMPLE ROAD

CITY LIMITS

TO COMMERCIAL BLVD.
1-95 EAST/ FLORIDA TURNPIKE

S.W. 1st ST.

S.R. 7 / U.S. 441

S.W. 72nd AVE.

S.W. 64th AVE.

COLONIAL DR.

S.R. 7

U.S. 441

TO SAWGRASS EXPRESSWAY
TO 1-95 AND FLORIDA TURNPIKE

CITY LIMITS

FLORIDA TURNPIKE (NO ACCESS)

COCONUT CREEK PARKWAY

COPANS ROAD

CORAL GATE BLVD.

N.W. 54th AVE.

BANKS RD.

CITY LIMITS

MARGATE MIDDLE SCHOOL
500 N.W. 65th AVENUE

TO 1-95 AND FLORIDA TURNPIKE

CITY OF COCONUT CREEK

TO 1-95 AND FLORIDA TURNPIKE

TO 1-95

COCONUT CREEK HIGH SCHOOL
1400 N.W. 44th AVENUE
N.W. CORNER LYONS ROAD
AND COCONUT CREEK PARKWAY

TO 1-95 AND FLORIDA TURNPIKE

CE: BROWARD COUNTY EMERGENCY MANAGEMENT DIVISION/
CASAS OF MARCH 1999

DATE REVISION BY

OasignB(f·MM 01198
Drawn: WT

CRAIG A. SMITH & ASSOCIATES
tP ri!"i. i:% : !:,'-'.' !; : .'!:;
(954)7 92 -82 22

PREPARED FOR
CITY OF MARGATE

FIGUR 11-17
FUTURE EVACUATION ROUTES

97-0435

LEGEND

- CITY LIMITS
- XXX / XXX / X — PEAK DAILY TRAFFIC PEAK HOUR/DIRECTION; LEVEL OF SERVICE (PEAK VOL/PEAK HOUR); PEAK DIRECTION

CITY OF CORAL SPRINGS

CITY OF NORTH LAUDERDALE

CITY OF CORAL SPRINGS

CITY OF COCONUT CREEK

HOLIDAY SPRINGS BLVD.

ROCK ISLAND ROAD

N.W. 80th AVE.

N.W. 18th ST.

MARGATE BLVD.

WEST

SOUTHGATE BLVD.

ATLANTIC BLVD.

PARKSIDE DRIVE

ROCK ISLAND ROAD

S.R. 7 / U.S. 441

SAMPLE ROAD

N.W. 62th AVE

N.W. 31 ST

CORAL GATE BLVD.

NW. 54th A.V.E.

COPANS ROAD

BANKS RD.

COCONUT CREEK PARKWAY

CITY LIMITS

25.6	59.0	45.6	54.4	31.4	43.2	23.4	52.7	53.4	17.4	39.6	61.0	53.1	23.0	16.9	28.1	61.6	45.5	46.5	4.5	43.2	56.0	47.3
2.33	5.49	4.25	5.28	2.92	3.38	1.98	4.7	4.97	1.59	3.69	5.68	4.59	2.09	1.55	2.43	5.73	4.24	4.33	0.41	4.04	4.23	4.22
E	F	0	F	C	D	C	C	F	C	C	F	D	E	0	0	F	C	0	C	B	B	B

SOURCES: BROWARD COUNTY TE FOR 2015

11/04/03	UPDATED DATA	Designed: MM 01/98	CRAIG A. SMITH & ASSOCIATES	FOR	FIGURE 11-18	PROJECT
		Drawn: WT 01/98	LEIGH R. KERR & ASSOCIATES	CITY OF MARGATE	2015 ESTIMATED DAILY TRAFFIC PEAK HOUR & LEVEL OF SERVICE	97-0435
	REVISION					SHEET NUMBER 2