TABLE OF CONTENTS

PAGE

LIST OF TABLES

NO

LIST OF APPENDICES

NO

INTRODUCTION

A. General. The purpose of the Transportation Element (TE) is to plan for a multimodal transportation system that places an emphasis on public transportation. The objective is to develop a transportation-land use nexus in coordination with the Broward County Countywide Community Design Guidebook to improve access and travel choices through enhancement of public transit, bicycle and pedestrian systems, intermodal facilities and roads.

State law requires that jurisdictions within a Metropolitan Planning Organization (MPO) replace the required plan elements of traffic circulation, mass transit, ports, aviation, and related facilities, with a TE. The TE Support Document provides the data and analysis used as the basis for the TE goal, objectives, and policies. The TE Support Documents are divided into four parts. Part 1 is an introduction which includes definitions and descriptions of technical terms used. Part 2 addresses the data requirements and includes inventories of the general location of transportation system features; special transportation or land use features; transportation level of service (LOS) standards; capacity of significant parking facilities and duration limitations; safety considerations; air quality monitoring; and transportation and population characteristics. Part 3 analyzes all modes of transportation and support of the comprehensive plan. Part 4 addresses TE implementation.

B. Service Area. The TE service areas are different for the various transportation system features. Roadway systems are countywide and include roadways classified as collectors and above that are maintained by the State, Broward County, and municipalities; the public transit system that consists of Broward County Transit (BCT), Tri-Rail, and several municipal community bus programs; bikeways that are limited to roadways classified as collectors and above pedestrian ways that are limited to roadways classified as collectors and above; waterways including both navigable waterways and Port Everglades which is confined to the Port Jurisdiction Area (PJA); aviation including both the Fort Lauderdale/Hollywood International Airport (FLL) and the North Perry Airport (HWO); the countywide railway system; county recreational roadways; and a countywide intermodal system. The FLL, HWO, and PJA are the general aviation and air carrier airports and port that are owned and operated by the County and addressed in this Element. There are two municipal general aviation airports, Pompano Airpark and the Fort Lauderdale Executive Airport that are not owned by Broward County.

C. Planning Horizons. The TE planning horizons are 2015 and 2030. The objectives correspond with the 2015 planning horizon and the goal corresponds with the 2030 planning horizon.

D. Definitions. For the TE and its Support Document purposes, the following terms shall be defined as shown below unless the context dictates otherwise. Sources of definitions, where available, are given in parentheses.

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

Airport clear zone. This term has been replaced with Runway Protection Zone. They refer to the same area (Rule 9J-5, FAC). It is a designated area of land which is subject to peak aircraft noise and on which there is the highest potential of danger from airport operations.

Airport facility. An area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

Airport obstruction. A structure, object of natural growth, existing condition, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

Airport service level. Classification of an airport based on its functional role in the community. Service levels include: Commercial Air Service Airport, General Aviation Airport and Reliever Airport (Florida Aviation System Plan, FDOT, 1992)

Annual average daily traffic (AADT). The volume passing a point or segment of a highway in both directions for one year divided by the number of days in the year (Quality/Level of Service Handbook, Florida DOT, 2002).

Arterial road. A roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

Backlogged roadways. Those roads that are operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five-year schedule of improvements contained in a local government's capital improvement element, and not constrained (Quality/Level of Service Handbook, Florida DOT, 2002).

Based aircraft. Aircraft for which a parking space is leased at an airport. (Florida Aviation System Plan, FDOT, 1992)

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

Bicycle lane. A portion of a roadway which has been designed by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists (AAHSTO, 1999)

Bicycle path. A bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way or within an independent right-of-way (AASHTO, 1999)

Bicycle route. A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and information markers, with or without a specific bicycle route number (AASHTO, 1999)

Blueway. A waterway which has been designated for conservation, recreation, or both and which may be connected with greenway hubs, sites, and linkages.

Boxcar. An enclosed railcar, typically 40 or more feet long, used for packaged freight and some bulk commodities (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

Bulk Cargo - Cargo stowed loose in the hold of a ship and not enclosed in any container such as boxes, bales, bags, or casks. This may include free-flowing cargo such as oil, grain, coal, or ore that can be pumped, run through a chute, or handled by dumping

Carload. Quantity of freight (in tons) required to fill a railcar; amount normally required to qualify for a carload rate (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Carpool and vanpool. Carpool is an arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together, and vanpool is an arrangement which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together (Transportation Expressions, U.S. DOT, 1996).

Capacity. The maximum sustainable flow rate at which vehicles or persons reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a specified time period

under given roadway, geometric, traffic, environmental, and control conditions; usually expressed as vehicles per hour, passenger cars per hour, or persons per hour. Highway Capacity Manual, Transportation Research Board, 2000).

Chassis. A trailer-type device with wheels constructed to accommodate containers, which are lifted on and off (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Classified yard. A railroad terminal area where railcars are grouped together to form train units (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Collector road. A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Committed trip. A trip generated within the Traffic Review and Impact Planning System (TRIPS) model from an approved but not built development (Land Development Code, Broward County, 1997).

Common Carrier. Any carrier engaged in the interstate transportation of persons/property on a regular schedule at published rates whose services are for hire to the general public (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

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

Consist. On-track railroad equipment such as a train, locomotive, group of railcars, or a single railcar not coupled to another car or to a locomotive (Accident/Incident Bulletin, Calendar Year 1994, Federal Railroad Administration, 1995).

Constrained roadways. These are roads that cannot be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints (Quality/Level of Service Handbook, Florida DOT, 2002).

Container. A large standard sized metal box into which cargo is packed for shipment; containers are designed to be moved with common handling equipment, functioning as the transfer unit between modes rather than the cargo itself (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Container on flatcar (COFC). Containers resting on railway flatcars without a chassis underneath (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Contract carrier. Carrier engaged in interstate transportation of persons / property by motor vehicle on a for-hire basis, but under continuing contract with one or a limited number of customers to meet specific needs (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

Demand flow rate. The traffic flow rate that now wants or at some future time is expected to want to travel over a point on or section of a highway for a 15-minute period, expressed in vehicles per hour (Quality/Level of Service Handbook, Florida DOT, 2002).

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

Doublestack. Railcar movement of containers stacked two high (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Drayage. Transportation of rail or ocean freight by truck to an intermediate or final destination; typically a charge for pickup / delivery of goods moving short distances e.g., from marine terminal to warehouse (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Enplanements. Total number of revenue passengers boarding aircraft, including originating, stopover and transfer passengers in scheduled and non scheduled services. (Florida Aviation System Plan, FDOT, 1992)

Facility availability. Whether or not a facility is available in a manner to satisfy the concurrency management system (9J-5).

Farebox recovery ratio. The ratio of fare revenue to operating expenses (Transportation Expressions, U.S. DOT, 1996).

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

Fixed Base Operator. Private businesses that sell, rent, service, fuel, and provide support services for General Aviation.

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

Florida Intrastate Highway System. A statewide network of limited-access and controlled-access highways designed with general-use and exclusive-use lanes to accommodate Florida's high speed and high volume highway traffic (Quality/Level of Service Handbook, Florida DOT, 2002).

For-hire carrier. Carrier that provides transportation service to the public on a fee basis (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Freight all kinds (FAK). Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container that includes various classes of cargo (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

General aviation. That portion of civil aviation which encompasses all facets of aviation except air carriers; it includes business flying, instructional, personal and commercial flying (Transportation Expressions, U.S. DOT, 1996).

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

Greenway hub. Anchors in the greenway system which provide an origin and a destination for people or wildlife. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Greenway link. Connections in the greenway system which allow movement from one hub to another. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails).

Greenway site. Small features that serve as points of origin or destination in the greenway system, but are not always linked with hubs or with each other. (A Community Resource Guide for Greenway Projects, Florida Department of Environmental Protection, Office of Greenways and Trails)

Gross Vehicle Weight (GVW). The combined total weight of a vehicle and its freight (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

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

ITS National Architecture. A common framework for ITS interoperability comprises the logical architecture and physical architecture which satisfy a defined set of user services (23 CFR Parts 655 and 940, Intelligent Transportation System Architecture and Standards: final rule, 2001).

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

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

Interline freight. Freight moving from point to origin to destination over the lines of two or more transportation lines (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999)

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

Just-in-time (JIT). Cargo or components that must be at a destination at the exact time needed. The container or the vehicle is the movable warehouse (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Less-than-containerload/less-than-truckload (LCL/LTL). A container or trailer loaded with cargo from more than one shipper; loads that do not by themselves meet the containerload or truckload requirements (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

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

Line haul. The movement of freight over the roads / rail from origin terminal to destination terminal, usually over long distances (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Linked trip. A trip from origin to destination on the transit system. Even if a passenger must make several transfers during a journey, the trip is counted as one linked trip on the system (Transportation Expressions, U.S. DOT, 1996).

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

Logistics. All activities involved in the management of product movement; delivering the right product from the right origin to the right destination, with the right quality and quantity, at the right schedule and price (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

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

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

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

Multimodal system. A transportation system consists of more than one mode of travel to serve transportation needs in a given area (Corridor Management Procedure, FDOT, 1996).

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

Operating revenue. For public transit, revenue from various sources including the farebox, pass sales, contracted service, advertising revenue, and other revenue generated through the activity of operating the transit system; and the amount of money which a carrier receives from transportation operations (Transportation Expressions, U.S. DOT, 1996).

Operations. Arrival and departure activities performed by an aircraft in an airport's runway area during the operational hours of the air traffic control tower (Airman's Information Manual, FAA, 1992).

Paratransit. Transit services which are characterized by their nonscheduled, non-fixed route nature such as ride sharing, car or van pools, demand responsive buses, and other public transit services.

Planning analysis hour factors (K_{100}). The ratio of a highway section's volume in the year's 100^{th} highest volume hour to its annual average traffic volume. In developed areas the year's 100^{th} highest volume hour represents a typical weekday peak traffic hour during the area's peak travel season, i.e., that area's peak season rush hour, usually in the late afternoon. The K_{100} factor refers to a demand volume, not necessarily a measured volume.

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

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

Private carrier. A carrier that provides transportation service to the firm that owns or leases the vehicles and does not charge a fee (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

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

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

Regional Transit Center. Means a facility needed to provide service to 3-5 mainline BCT routes and 2-3 local circulators with total daily ridership of 2,000 to 5,000 daily passengers.

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

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

Runway Protection Zone (RPZ). An area off the runway end used to enhance the protection of people and property on the ground (FAA Advisory Circular 150/5300-3, FAA, 1995).

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

SIS Component. Facilities and services of statewide or interregional significance. This element include the facilities and services that play a critical role in moving people and goods to and from other states and nation and between major economic regions in Florida (The Strategic Intermodal System, Florida Department of Transportation, 2005).

SIS Connector. The last leg of a passenger and freight trips that connects nodes to corridors and different modes within the same corridor and different modes within the same corridor. Connectors can be highway, rail lines, transit lines, or waterways (The Strategic Intermodal System, Florida Department of Transportation, 2005)

SIS Emerging Component. Facilities and services of statewide or interregional significance that do not currently meet the criteria and thresholds for SIS designation but are experiencing growing levels of activity (The Strategic Intermodal System, Florida Department of Transportation, 2005).

SIS Other Components. Facilities and services of local or interregional significance (The Strategic Intermodal System, Florida Department of Transportation, 2005).

SIS Regional and Local Strategic Linkages. A facility that is not designated as part of the SIS / Emerging SIS system, but that is important to complete full interstate or international trips. Examples of regional and local strategic linkages could include transit linkages between SIS hubs and regional transit systems and major activity centers; highway linkages between SIS facilities and major activity centers; waterway linkages between SIS facilities and major activity centers; and bicycle / pedestrian facilities serving SIS hubs (The Strategic Intermodal System, Florida Department of Transportation, 2005).

Taxilane. The portion of the aircraft parking area used for access between taxiways and aircraft parking positions. (FAA Advisory Circular 150/5300-3).

Taxiway. A defined path established for the taxiing of aircraft from one part of an airport to another. (FAA Advisory Circular 150/5300-3).

Terminal. Any location where passenger or freight either originates, terminates, or is handled in the transportation process; or where commercial motor carriers maintain operating facilities (Transportation Expressions, U.S. DOT, 1996).

Timed-transfer. Transit system design whereby buses are scheduled to meet at designated locations to facilitate transferring (Transportation Expressions, U.S. DOT, 1996).

Traffic Review and Impact Planning System, (TRIPS) Model. A computer model maintained in the Broward County Development Management Division which accounts for the traffic from approved but not built development. See Committed Trip (Land Development Code, Broward County, 1997).

Trailer on flatcar (TOFC). Transportation of trailers with their loads on specifically designed rail cars (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

Transit Ways. Encompasses the physical environment that provided the connections, accessibility and comfort conducive to a balanced transportation system. Infrastructure improvements within transit ways, such as sidewalk connectivity and bus stop enhancements make transit more user friendly. The transit service enhancements of bus routes within a congested corridor (pea-hour and excusive usage is quality of service component that makes transit competitive with the auto. (Source: Transportation and Land Use Innovation by Reid Ewing)

Transit service area. It is defined as ¼ mile buffer around the bus stops along a corridor. This is considered a comfortable five minute walking distance to a bus stop.

Transit-oriented development (TOD) or Transit Node is the land area around a major transit/rail stop. TOD or Transit nodes can include neighborhood transit centers, park-and-ride lots, Tri-Rail stations, BCT terminals and transit facilities. (Source: Transportation and Land Use Innovation by Reid Ewing).

Transloading. Transferring bulk shipments from the vehicle / container of one mode to that of another at a terminal interchange point (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

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

Transportation corridors. Major routes used for moving people and goods by one or more transportation options (Strategic Regional Policy Plan for South Florida, SFRPC, 1995).

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

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

Transportation Regional Incentive Program (TRIP). A program created within the Department of Transportation for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(5). (SB 360).

Transportation System Management (TSM). Means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.

Truckload (TL). Quantity of freight required to fill a truck, or at minimum, the amount required to qualify for a truckload rate (Intermodal Freight Transportation, Eno Transportation Foundation, Inc and Intermodal Association of North America, 1999).

Trunk line. A transit route which travels longer distances, primarily along arterial roads, with few deviations (Transportation Expressions, U.S. DOT, 1996).

Unlinked trip. The number of passengers who board public transportation vehicles. Transit trip taken by both initial boarding and transfer passengers (Transportation Expressions, U.S. DOT, 1996).

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

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

Volume-to-capacity (V/C) ratio. The ratio of demand flow to capacity for a highway (Quality/Level of Service Handbook, Florida DOT, 2002).

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

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

E. Acronyms and abbreviations.

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIMS	Advance Incident Management System
ASV	Annual Service Volume
ATIS	Advance Traveler Information Systems
ATMIS	Advance Transportation Management Systems/Information and Security System
ATMS	Advance Traffic Management Systems
BCLDC	Broward County Land Development Code
BCT	Broward County Transit
BCTD	Broward County Traffic Engineering Division
CCTV	Closed Circuit Television
CDA	Compact Deferral Area
CMP	Congestion Management Plan
CMS	Concurrency Management System
COE	United States Army Corps of Engineers
COFC	Container-on-flatcar
CPTED	Crime Prevention through Environmental Design
CSX	Coastal Seaboard Railroad
CVISN	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operations
DCA	Florida Department of Community Affairs
DMS	Dynamic Message Signs
BCT	Broward County Transit Division
DPC/CME	Deepwater Port Component of the Coastal Management Element
DRI	Development of Regional Impact
E-Commerce	Electronic Commerce
EIS	Environmental Impact Statement
E-Screening	Electronic Screening
ETC	Electronic Toll Collection
FEC	Florida East Coast Railroad
FGMS	Freight and Goods Movement Study
FAA	Federal Aviation Administration
FAC	Florida Administrative Code
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCTD	Florida Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation

FHWA	Federal Highway Administration
FIHS	Florida Intrastate Highway System
FIRST	Freight Information Real-time System for Transport
FLL	Fort Lauderdale/Hollywood International Airport
FMCSA	Federal Motor Carrier Safety Administration
FOX	Florida Overland eXpress
FRA	Federal Railroad Administration
FS	Florida Statutes
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTPK	Florida Turnpike
FUALUEMS	Future Unincorporated Area Land Use Element Map Series
FXE	Fort Lauderdale Executive Airport
GPS	Global Positioning System
HAZMAT	Hazardous Material
HEFT	Homestead Extension of Florida's Turnpike
HOV	High Occupancy Vehicle
HWO	North Perry Airport
ICW	Intracoastal Waterway
IDAS	ITS Deployment Analysis Systems
ITS	Intelligent Transportation System
LOS	Level of Service
LRTP	Long Range Transportation Plan
MIS	Major Investment Study
MLW	Mean Low Water
mph	Miles per hour
MPO	Metropolitan Planning Organization
NFNR	North Fork New River
NHS	National Highway System
NORPASS	North American Preclearance and Safety System
OHVDS	Overweight Vehicle Detection System
PAL	Planning Activity Level (airport)
PJA	Port Jurisdictional Area
PMP	Pompano Beach Airpark
RPZ	Runway Protection Zone
RTA	Regional Transportation Authority
SEFTC	Southeast Florida Transportation Council
SFNR	South Fork New River
SFRC	South Florida Rail Corridor
SFRPC	South Florida Regional Planning Council
SFRTA	Southeast Florida Regional Transportation Authority

SIS	Strategic Intermodal System
SSPP	Safety System Program Plan
STIP	State Transportation Improvement Program
TAZ	Traffic Analysis Zone
TCC	Broward County MPO's Technical Coordinating Committee
TCMA	Transportation Concurrency Management Area
TCRA	Tri-County Commuter Rail Authority
TDM	Transportation Demand Management
TE	Transportation Element
TEU	Trailer Equivalency Unit
TIP	Transportation Improvement Programs
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transportation Operation Center
TOD	Transit Oriented Development
TOFC	Trailer-on-flatcar
TOPS	Transportation Options Program
TRIP	Transportation Regional Incentive Program
TRIPS	Traffic Review and Impact Planning System
TSM	Transportation System Management
USDOT	United States Department of Transportation
V/C	Volume to Capacity ratio
VMS	Variable Message Sign
WIM	Weight in Motion

II. DATA REQUIREMENTS

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

A. The transportation system. The transportation system encompasses the following networks: roadways, public transit, bikeways, pedestrian-ways, waterways, airports, railways, greenways recreational traffic, and intermodal facilities.

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

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

Number of lanes. Rule 9J-5.019(2)9, FAC, requires the number of through lanes for each roadway be identified on an existing transportation map or map series. Transportation Element Map Series Map 3-1, 2006 Existing Road and Parking Facilities Map, depicts the lane characteristics of the existing roadway network consistent with the rule requirement.

Functional classification of roadway refers to the FHWA approved designation that divides roadways into a hierarchy of types ranging from arterials to locals. This hierarchy based on traffic mobility and land access. Rule 9J-5.019(2)(a)8, FAC, requires the existing functional classification and maintenance responsibility for all roads to be shown on the existing transportation map series. Table 3-1 depicts the federal functional classification system for roadways. A road located within the urban area as defined by the census is classified as urban, while those outside the urban area are classified as rural.

Table 3-1
Federal Functional Classification System

Urban	Rural
Principal Arterial	Principal Arterial
Minor Arterial	Minor Arterial
Collector	Major Collector and Minor Collector
Local	Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration.

The designation of federal functional classification is made following the publication of the decennial U.S. Census or whenever required by federal regulation. When evaluating the function of a road, the U.S. Department of Transportation (USDOT) considers a road's trip purposes in relation to the total public roadway network. A road is classified based upon its most significant trip purpose; however, a road may serve more than one significant trip purpose. The federal functional classification system recognizes twelve (12) significant trip

purposes. Table 3-2 lists the significant trip purposes related to each functional classification.

b. *Arterial roadways* are classified as either principal or minor. A roadway serving only one of the arterial road purposes is classified as a minor arterial, while one serving more than a single purpose is classified as a principal arterial road. All limited access highways and roads which connect urbanized areas are considered to serve several trip purposes, and thus are classified as principal arterial roads.

c. *Rural collector roads* are classified as either major or minor. A minor collector road's significant purpose is providing access to diffuse land use areas; all other rural collector roads are classified as major. The Federal Highway Administration has developed a federal functional classification for Broward County's roadways. The federal functional classifications of these roadways are identified in Appendix 3-A.

Table 3-2
Functional Classification by Trip Purpose

Trip Purpose	Functional Classification
Travel to and through urbanized areas	Arterial
Travel to and through small urban areas	Arterial
National defense	Arterial
Interstate and regional commerce	Arterial
Access to airports, seaports, and major rail terminals or intermodal facilities	Arterial
Access to major public facilities	Arterial
Access to minor public facilities	Arterial
Interconnection of major thoroughfares	Collector
Interconnection of minor thoroughfares	Collector
Access to concentrated land use areas	Collector
Access to diffused land use areas	Collector
Travel between home, work, entertainment, and shopping destinations and nearest road on the primary network composed of arterial and collector roads	Local

Source: Highway Functional Classification Concepts, Criteria and Procedures, Federal Highway Administration.

Although Broward County roads are mostly within the urban area, Table 3-3 shows Broward County has over 47.5 centerline miles of roadways with a federal functional classification of rural. Broward's rural principal arterial roads include I-75 from US 27/SR 25 to the Broward/Collier County line and US 27/SR 25 from I-75 to the Broward/Palm Beach County line. There is one rural collector roadway, Snake Road, that stretches from I-75 to the Indian Reservation.

Table 3-3
Centerline and Lane Miles of Broward County's Rural Roadways

Rural roads	Centerline Miles [1]	Lane Miles [2]
Rural Principal Arterial	41.30	165.20
Rural Minor Arterial	0.00	0.00
Rural Major Collector	9.94	19.88
Rural Minor Collector	0.00	0.00
Total	47.50	175.00

Source: [1] Appendix 3-A, Broward County Federal Functional Classification (2005); and [2] FDOT Roadway Characteristic Inventory / GIS (2005).

Table 3-4 displays the mileage for Broward County's urban roadways. It shows Broward County has over 377 centerline miles of roads with a federal functional classification of urban principal arterial roads. Parts or all of 23 different roadways encompass Broward's urban principal arterial road network. The north-south oriented principal arterial roads include: Flamingo Road, I-75, I-95, Powerline Road, Florida's Turnpike, University Drive, US 1, US 27, and US 441/SR 7. The east-west oriented principal arterial roads include: Atlantic Boulevard, Broward Boulevard, Commercial Boulevard, Cypress Creek Road / McNab Road, Griffin Road, Hillsboro Boulevard, Hallandale Beach Boulevard/ Miramar Parkway, Hollywood Boulevard / Pines Boulevard, I-595, Oakland Park Boulevard, Pembroke Road, Sample Road, Sawgrass Expressway, Sheridan Street, Sunrise Boulevard, SW/SE 10th Street in the City of Deerfield Beach, and Florida's Turnpike extension.

Table 3-4
Centerline and Lane Miles of Broward County's Urban Roadways

Urban Roadways	Centerline Miles [1]	Lane Miles [2]
Urban Principal Arterial	377.67	2222.3
Urban Minor Arterial	292.57	1204.36
Urban Collector	396.66	1079.66
Total	1066.85	4506.15

Source: [1] Appendix A, Broward County Federal Functional Classification (2005); and [2] Broward County Roadway Inventory / GIS (2005).

Part or all of 54 roadways comprise the urban minor arterial roadway network. The north-south oriented urban minor arterial roadways include: Andrews Avenue, Bonaventure Boulevard, Coral Ridge Drive, Coral Springs Drive, Davie Road, Dixie Highway, Douglas Road, Hiatus Road, Lyons Road, Military Trail, NE/SE 3rd Avenue, NE 4th Avenue / Wilton Drive, Nob Hill Road, NW 36th Avenue, NW 7th Avenue / SW 4th Avenue, NW 31st Avenue, Palm Avenue / SW 100th Avenue, Pine Island Road, Rock Island Road, SW 160th Avenue, SW 184th Avenue, Weston Road, and State Road A1A. The east-west oriented urban minor arterial roadways include: Arvida Parkway, Atlantic Boulevard, Broward Boulevard, Coconut Creek Parkway, Copans Road, Cypress Creek Road (a/k/a NE 62nd Street), Countyline Road, Dania Beach Boulevard, Davie Boulevard, Griffin Road, Hammondville Road, Hillsboro Boulevard, Hollywood Boulevard, Indian Trace, Las Olas Boulevard, McNab Road, Miramar Parkway, NE 14th Street, Oakland Park Boulevard, Pembroke Road, Prospect Road, Riverside Drive, Royal Palm Boulevard, Sample Road, SE/SW 17th Street, Sheridan Street, State Road 84, Stirling Road, Sunrise Boulevard, Tyler/Harrison Street, SW/SE 10th Street in the City of Deerfield Beach, and Wiles Road / NE/NW 48th Street.

d. An *urban collector road*'s purpose is to provide cross-connection between roads, access to concentrated land use areas, and access to diffuse land use areas. Parts or all of 214 roadways comprise the urban collector roadway network, which totals approximately 397 centerline miles.

Prior to the 1995 Florida Legislative session, the FDOT was required to evaluate and functionally classify all public roads, in accordance with Section 335.04, FS. The functional evaluation was required to consider the character of service of the roads in relation to the total public system, including traffic volume, route length, truck volumes, mobility, land access, and other significant factors.

In 1995, the Florida Legislature enacted amendments to Chapter 335, FS. Section 335.04 was repealed and replaced by Section 335.0415, entitled Public road jurisdiction and transfer process. The new section deletes all references to the functional classification system, but states that the jurisdiction of public roads and the responsibility for operation and maintenance within the right-of-way of any road within the state, county, and municipal road system shall be that which exists on July 1, 1995. The new section further stated that public roads may be transferred between jurisdictions only by mutual agreement of the affected governmental entities.

The maintenance responsibility of the County roadway system is shared by Federal, State, County, and municipal governments. Map 3-1 shows the existing maintenance responsibility for roadways located within Broward County.

Florida Intrastate Highway System. Section 334.03, FS, defines the "Florida Intrastate Highway System (FIHS) as a system of limited access and controlled access facilities on the State Highway System, which have the capacity to provide high-speed and high-volume traffic movements in an efficient and safe manner.

State legislation enacted in 2004 has created a Strategic Intermodal System (SIS) that is a regional network of transportation facilities including the FIHS roadway component. SIS / FIHS roadways must be identified for two reasons. Firstly, Rule 9J-5.019, FAC, requires the FDOT level of service standard to be applied to SIS / FIHS roads. Secondly, Rule 9J-5.019, FAC, requires the establishment of strategies to facilitate local traffic use of alternatives to the SIS / FIHS. Table 3-5 lists those Broward County roadways on the Strategic Intermodal System which is inclusive of the Florida Intrastate Highway System (FIHS).

Table 3-5
Florida Intrastate Highway System (FIHS)
of the Strategic Intermodal System (SIS)

SIS / FIHS Roadways	Roadway Segments	Centerline Miles
Florida Turnpike	Broward / Miami-Dade County line to Broward / Palm Beach County line	25.9
Turnpike Extension	Broward / Miami-Dade County line to Turnpike	7.7
Interstate 95	Broward / Miami-Dade County line to Broward / Palm Beach County line	25.3
Interstate 595	I -75 to US 1	12.9
Sawgrass Expressway	I -75 to SW 10th Street	21.8
Interstate 75	Broward / Miami-Dade County line to US 27.	18.7
	US 27 to Broward / Collier County Line	26.7
U S 27/SR 25	Broward / Miami-Dade County to I – 75	3.0
	I – 75 to Broward / Palm Beach County line	14.7
Total		166.7

Source: Appendix A, Broward County Federal Functional Classification, Florida DOT, District 4, 2005.

2. Florida Strategic Intermodal System

a. *Intersections and interchanges.* An intersection is defined as the general area where two or more roadways join or cross at grade, including the roadway and roadside facilities for traffic movements within the intersection. An intersection is an important part of the roadway network because its design influences the efficiency, safety, speed, cost of operation, and capacity of roadways. No data is presently available on the number and characteristics of Broward County's intersections.

Interchanges are designed to permit traffic to move freely from one road to another without crossing another line of traffic. Generally, four types of interchanges are used in Broward County's intrastate system: Partial Cloverleaf (PC), Diamond (D), Mixed Directional (MD),

and All Directional (AD). Appendix 3-C identifies the interchange locations and interchange types. Table 3-6 lists the number of Broward County's interchanges by type.

Table 3-6
Broward County Interchanges by Interchange Type

Interchange Type	Number
Partial cloverleaf	16
Diamond	11
Mixed Directional	31
All directional	2
Total	62

Source: Broward County Buildout Highway Network, (1997).

b. *Bridges, overpasses and tunnels.* A bridge is a structure, including supports, erected over a depression or an obstruction, such as water, a highway, or railway, which has a track or passageway for carrying traffic or other moving loads. The bridges, culverts, pedestrian and railroad overpasses and tunnels in Broward County total 601. Among these, 347 are regularly inspected and maintained by the FDOT, 108 are County maintained, and 146 are municipally maintained.

c. *Right-of-way*. Right-of-way often is the major cost for many transportation improvement projects. Therefore, the acquisition of the needed land should be planned far in advance of the scheduled construction time. The Broward County Trafficways Plan, administered by the Broward County Planning Council, is a roadway right-of-way preservation plan. To accommodate the impacts of new development, right-of-way is dedicated by developing parcels to provide for an adequate regional roadway network. A dedication for at least half of the roadway width that the Trafficways Plan calls for is normally required at the platting stage.

Currently there are four main classifications designated in the Trafficways Plan: limited access/controlled; arterial; collector; and one-way pair. The right-of-way width for the limited access and controlled freeways is 325 feet; for arterial roadways, it varies from 100 to 200 feet; for collector roads, it ranges from 70 to 94 feet; and for one-way pairs, the range is from 42 to 54 feet.

Where right-of-way cannot be dedicated as a condition of development order approval, right-of-way is acquired through condemnation. Broward County's Capital Improvements

Element, does not include right-of-way acquisition as a separate line item; instead, the cost is included as part of the total construction project. The Transportation Improvement Program (TIP), however, does include a separate line item for right-of-way acquisition. The widening of SR 7 is a major project requiring right-of-way acquisition. Broward County Transportation Element **Objective 3.7** and its implementing policies address right-of-way protection and preservation.

d. *Signalization.* Signalization is an important part of the roadway system. It controls the flow of traffic, therefore, it affects the traffic volume passing through a particular intersection. For isolated (that is, non-system or uncoordinated) operation, the signal type indicates the degree to which a traffic signal's cycle length, phase plan, and phase times are preset or actuated. There are currently two types of signals in use: Actuated signals and Semi-actuated signals. Intersections that have actuated signals will have vehicle detectors for all approaches. Each phase is subject to a minimum and maximum green time and some phases may be "skipped" if no vehicle demand is detected. Intersections installed with semi-actuated signals only have detectors located on the minor street. The signal is set such that the green is always on the major street unless a vehicle is detected on the minor street. The pre-timed signal has preset sequence of phases in repetitive order. Each phase has a fixed green time and change interval that is repeated in each cycle. The Broward County Traffic Engineering Division is responsible for installing and maintaining all signal systems in the County. Presently, there are 1,200 actuated signals (including pedestrian signals), of which approximately 950 are under computerized coordinated control.

The purpose of traffic signal computerization is to optimize signal operation, thereby, providing a more efficient transportation system. Coordination of traffic signals through computerization has been recognized as one of most effective ways to improve the traffic flows. Through its Capital Improvement Program, Capital Improvement Element and Transportation Element **Policy 3.3.1**., which addresses energy-efficiency, Broward County will continue the systematic installation and maintenance of a fully computerized signal system countywide.

e. *Signage.* Signing and markings are features of traffic control and operation that must be considered in the geometric layout of each facility. The FDOT, Broward County, and the municipalities create and maintain signage on their functionally assigned roadways.

f. *Amenities.* Landscaping is the primary highway amenity. Landscape design of completed highways serves functional, as well as aesthetic purposes. Plants can serve functions of glare reduction, acoustical control, erosion control, and traffic control, if they are well chosen and judiciously placed. Plants also can create and define spaces, by complementing and improving the attractiveness of certain land forms, while masking

undesirable views. Landscape design can influence speed through control of roadway focal points.

g. *Significant parking facilities and durational limits*. Significant public parking facilities in Broward County are defined as greater than 500 parking spaces and are listed in Table 3-7. Long-term parking facilities are defined as more than a day parking duration.

Other major parking facilities in the County are private and most are located at shopping malls. These include the Broward Mall, the Broward Fashion Mall, Sawgrass Mills, Oakwood Plaza, the Pembroke Pines Mall, and the Galleria Mall. Other major private parking facilities are at Gulfstream Park Race Track and at Pompano Park Harness Raceway.

Table 3-7
Capacity and Duration of Significant Public Parking Facilities

Facility	Location	Spaces	Duration
Ft Lauderdale Central Parking Garage	SE 1st Ave./SE 1st St.	2,156	Long- & short-term
Ft. Lauderdale Municipal	NE 1st St./Andrews	536	Long- & short-term
Ft. Lauderdale Station	Broward Blvd./I-95	750	Long-term
Cypress Creek Station	Cypress Creek/CSX	750	Long-term
Sheridan Station	Sheridan St./CSX	750	Long-term
West Regional Courthouse/Library	Broward Blvd./Pine Island Rd.	989	Long-term
Broward County Governmental Center	Broward Blvd./SW 1st Ave	1,550	Short-term
Broward County Public Safety Complex	Broward Blvd./NW 27th Ave.	785	Long- & short-term
Center for Performing Arts	SW 2nd St./SW 5th Ave.	953	Short-term
Ft. Lauderdale/Hollywood International Airport	Airport	15,240	Long- & short-term
Port Everglades/Convention Center Parking Garage	SE 20th St./Eisenhower Blvd.	2,500	Long- and short-term
Midport Parking Garage	Eller Drive/Midport	1,000	Long- & short-term
Bank Atlantic Center	Sawgrass Expressway between Sunrise Blvd. & Oakland Park Blvd. (Sunrise)	7,523	Short-term

Source: Transportation Planning Division, 2005.

h. *Safety.* A safe roadway network enhances the protection of life and property. Safety aspects include crash indicators, access management standards, and hurricane evacuation. [How about debris control, intersection and interchange improvements, bike lanes, sidewalks, signalization,etc.]

1) Crash indicators. Table 3-8 illustrates the number of vehicular crashes and the percent change in crashes from the previous year for the years 2000 to 2004 in Broward County as compared to the State of Florida. During that period, vehicle crashes decreased by 1 percent annually. Element **Policy 3.1.1.** provides for Broward County to maintain 1.9 percent annual increase or less in vehicle crashes through implementation of a number of different programs, activities and actions.

Table 3-8
Number of Vehicular Crashes and Percent Change in Broward County and Florida: (2000-2004)

Calendar Year	Broward County		State of Florida	
	Crashes	Percent Change	Crashes	Percent Change
2000	27,814	---	246,541	---
2001	28,262	1.61	256,169	3.91
2002	27,096	4.3	250,470	2.22
2003	26,444	2.41	243,294	2.87
2004	26,627	0.69	252,902	3.95

Source: 2004 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles, 2005.

Table 3-9 illustrates the number of vehicular fatalities and the percent change in crashes from the previous year for the years 2000 to 2004 in Broward County as compared to Florida.

Table 3-9
Number of Vehicular Fatalities and Percent Change
in Broward County and Florida (2000-2004)

Calendar Year	Broward County		State of Florida	
	Fatalities	Percent Change	Fatalities	Percent Change
2000	221	---	2,999	---
2001	199	9.95	3,03	0.47
2002	184	7.54	3,143	4.31
2003	185	0.54	3,179	1.15
2004	202	9.19	3,257	2.45

Source: 2004 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles, 2005.

The Broward County Public Works Department no longer collects vehicular crash, fatality and injury data. The Broward County Sheriff, the State Highway Patrol, and municipal police departments do collect such data and such data is forwarded to the Florida Department of Highway Safety and Motor Vehicles (FDHSMV) for processing.

The FDOT maintains data on vehicular crashes on State highways. The FDOT measures the safety of an intersection by its crash rate, compared to the average crash rate for intersections with same operating parameters, and confidence levels. "Confidence Level" is a statistic indicating the degree of certainty that the crash rate is abnormally high at the intersection. Table 3-10 depicts Broward County's top 10 intersections by number of crashes in 2004, all of which have confidence level of 99.99 that abnormally high crash rates occurred at these intersections. A safety ratio of 2.0 indicates that crashes occurred more than twice as frequently as expected for a road with those operating parameters. **Subpolicy 3.1.1.6** provides for roadway intersections with a safety ratio exceeding 2.0 to be improved, so as to alleviate any hazardous conditions, and to incorporate the safety improvement into the Transportation Improvement Program.

Table 3-10
Top Ten Broward County Intersections
With the Highest Numbers of Crashes in 2004

Location	No. of Crashes	Crash Rate[1]	Average Crash Rate[2]	Safety Ratio[3]	Confidence Level[4]
Oakland Pk Blvd. at Powerline Rd.	65	1.865	0.596	3.3	99.9
University Dr. at Pines	62	1.602	0.596	2.69	99.9
Atlantic Blvd at Powerline Rd.	62	1.693	0.596	2.84	99.9
Oakland Pk Blvd. at NW 21st Ave.	59	2.811	0.596	4.72	99.9
Sunrise Blvd at NW 31 St	58	2.671	0.596	4.48	99.9
Atlantic Blvd at NW 26 Ave.	58	3.066	0.32	9.58	99.9
SR 7 at Oakland Park Blvd.	55	1.305	0.596	2.19	99.9
SR 7 at Sheridan St.	54	3.343	0.596	5.61	99.9
Sample Rd at NW 5th Ter.	49	2.165	0.32	6.77	99.9
Pines Blvd at SR 7	49	1.377	0.596	2.31	99.9

Note: [1] Number of crashes per 1 million vehicles.
[2] Average crash rate for intersections with same operating parameters,
[3] Safety ratio ' Crash Rate / Average Crash Rate.
[4] Confidence Level is a statistic indicating the degree of certainty that the crash rate is abnormally high at the intersection.
Source: Crash Analysis Reporting System (CARS) Florida Department of Transportation, 2005.

2) Access management. **Subpolicy 3.1.1.2** provides for Broward County to continue maintaining land development regulations that control the connection of access points of driveways and roads to roadways.

3) Hurricane evacuation. Another roadway safety concern is the evacuation of the Coastal High Hazard Area, generally defined as the areas east of Intracoastal Waterway, prior to an on-coming hurricane. The designated roadway facilities critical to the evacuation of the coastal population prior to an impending natural disaster are shown on Map 3-1. Table 3-11 shows the 12 east-west evacuation routes leading from and into the Coastal High Hazard Area. Since all bridges, crossing the

Intracoastal Waterway, are moveable bascule bridges, their heights are critical for the timing in the event of evacuation, and are identified on Table 3-12.

Table 3-11
Hurricane Evacuation Routes and Other Pertinent Information

Route	General Area Served for Evacuation	Lanes: SR A1A to US 1
Hillsboro Blvd.	Palm Beach County Line to Hillsboro Inlet	4 lanes
NE 14th Street	Hillsboro Blvd. to Atlantic Blvd.	4 lanes
Atlantic Blvd.	Hillsboro Inlet to Terra Mar Dr.	4 lanes
Commercial Blvd.	Terra Mar Dr. to north boundary of Ft. Lauderdale	4 & 6 lanes
Oakland Park Blvd.	North boundary of Ft. Lauderdale to Sunrise Blvd.	4 & 6 lanes
Sunrise Blvd.	Sunrise Blvd. to Las Olas Blvd.	6 lanes
Las Olas Blvd.	Sunrise Blvd. to SE 17th Street	4 lanes
17th Street	Las Olas Blvd. to Port Everglades	4 & 6 lanes
Dania Beach Blvd.	Dania Beach Blvd. to Sheridan St..	4 & 6 lanes
Sheridan Street	Dania Beach Blvd. To Hollywood Blvd.	4 lanes
Hollywood Blvd.	Hollywood Blvd. to Hallandale Beach Blvd.	4 lanes
Hallandale Bch. Blvd.	Hallandale Beach Blvd. to Dade County Line	4 & 6 lanes

Source: Transportation Planning Department, 2006.

Table 3-12
Bridges Critical to Hurricane Evacuation

Bridge Name	Length and Deck Width in Feet	Closed Clearance in Feet
Hillsboro Blvd. Bridge	423/57	21
NE 14th Street, Pompano Beach	351/71	15
Atlantic Blvd. Bridge	378/55	15
Commercial Blvd. Bridge	350/58	15
Oakland Park Blvd. Bridge	456/57	22
Sunrise Blvd. Bridge	362/54	16
Las Olas Bridge	1,095/62	31
17th Street Bridge	999/57	25
Dania Beach Blvd. Bridge	495/59	18
Sheridan Street Bridge	354/57	22
Hollywood Blvd. Bridge	1,284/68	25
Hallandale Beach Blvd. Bridge	436/57	22

Source: Transportation Planning Department, 2006.

i. *Future Traffic Circulation and Significant Parking Facilities.* The five goals of the 2030 Long Range Transportation Plan are Multi-Modalism, Economic Development, Safety, Preservation, and Environmental Sensitivity. These goals were used as a basis for selecting those projects that most closely met with community values and desires. TE Map Series Map 3-2 reflects projects that are programmed in the five year TIP and the Year 2030 cost-feasible roadway projects.

3. Public transit network. The public transit network provides transport to the public. It includes public transit facilities, public transit services, mayor public transit trip generators and attractors and high capacity corridors. Map 3-3, the May 2006 Broward County Existing Public Transit, Railway, and Intermodal Facilities Network, shows Broward County public transit routes, railways, terminals and transfer stations.

a. *Public transit facilities.* Public transit facilities include bus terminals (Major Transit

Hub), transfer stations, rights-of-way, motorized vehicles (buses and vans), transit bus stops, bus bays, transit infrastructure, and other related facilities.

Terminals. Broward County has established two (2) public transit bus passenger terminals. The locations of these terminals are shown on Map 3-3.

The Broward Central main bus transit passenger terminal is located in downtown Fort Lauderdale, on the northwest corner of the Broward Boulevard and Brickell Avenue. The bus terminal sits on an approximately three (3) acre site, can accommodate up to 24 buses simultaneously and is accessible as defined by the Americans with Disabilities Act (ADA).

The West Regional Terminal is the 1.5 acre site, located at Broward Boulevard and Pine Island Road in the City of Plantation. Located approximately eight miles west of the main bus terminal, it is situated in the complex with the West Regional Library, West Regional Courthouse and Emergency Operations Center. The West Regional Terminal, is an ADA accessible facility, can accommodate up to nine (9) buses simultaneously, and includes parking for transit commuters.

Greyhound lines, a private bus passenger company, has a terminal in the City of Fort Lauderdale Railway, waterway, airport, and intermodal terminals are discussed in other subsections of this section, under their respective headings.

Transfer stations. A transfer station is a fixed location where passengers interchange from one route or vehicle to another. Table 3-3 displays Broward County's 10 transfer stations and Map 3-3 shows the location of those facilities.

Table 3-13
Broward County Public Transit Transfer Stations

Transfer Station	Nearest Intersection	Connecting Routes
Century Village	Century Blvd/Hillsboro Blvd	92, 93, 94, 95, 97
Coral Square Mall	North University Dr./Atlantic Blvd	2, 62, 83, 88, 42
Galt Ocean Mile	A1A/ Oakland Park Blvd	11, 36, 62, 72
Hollywood Young Circle	Federal Hwy/Hollywood Blvd	1, 6, 7, 9, 28
Lauderhill Mall	US 441/NW 12th Street	18, 36, 40, 81, 18, 441 limited
Pompano City Center	North Federal Hwy/Copans Road	10, 11, 20, 50, 83, 93, 95
Sawgrass Mills Mall	NW 36th Avenue/Sawgrass Mills Circle	22, 36, 72, 23
Galleria Mall	East Sunrise Blvd	55, 36, 40
Pembroke Lakes Mall	Flamingo Rd/Pines Blvd	3, 5, 23

Source: Broward County Transit Guide, Broward County Mass Transit Division, (2006).

The Lauderhill Mall transfer station, a leased facility, includes eight (8) bus pullouts, five (5) bus shelters, benches, lighting, vending machines, and a bus operator relief area. Routes served: 18, 441 Limited, 36, 40, 81, and Community Buses.

The Regional Transit Centers are listed in table 3-14.

Table 3-14
Broward County Public Transit Regional Transit Centers (5)

Name	Nearest Intersection	Connecting Routes
Coral Square Mall	North University Dr./Atlantic Blvd	2, 62, 83, 88, 42 Community Buses
Pembroke Mall	Pines Blvd /Flamingo Rd	3, 5, 7, 23 Community Buses
Pompano City Center	North Federal Hwy/Copans Road	10, 11, 83, 93, 95 Community Buses
Sawgrass Mills Mall	NW 36th Avenue/Sawgrass Mills Circle	22, 23, 36, 72
Tri-Rail Station Fort Lauderdale Airport	Griffin Road/Anglers Avenue	3, 4, 6, 15 Tri-Rail Feeder Bus

Source: Broward County Mass Transit Division 2006

Table 3-15 shows the Neighborhood Transit Centers located within Broward County.

Table 3-15
Broward County Neighborhood Transit Centers (5)

Name	Nearest Intersection	Connecting Routes
Coral Springs	University Dr./Sample Road	PLANNING STAGE
Hollywood	Dixie Highway/Polk Street	PLANNING STAGE
Pompano	Dixie Highway/MLK (NW 3rd Street)	20, 42, 50, 60 Community Buses PLANNING STAGE
Miramar	Hiatus Rd/Miramar Blvd/Red Road	UNDER CONSTRUCTION – Opening December 6, and Miami-Dade Buses
NSU Campus/DAVIE	Nova University/SW 30th Street	UNDER CONSTRUCTION – Opening May 2006 2, 12, Community Buses

Source: Broward County Mass Transit Division, (2006).

Rights-of-way and exclusive public transit corridors. Broward County acquires additional right-of-way along major arterial roadways during the roadway widening process for bus pullout bays, also called bus bays. Bus pullout bays are specialized bus stop auxiliary lanes, independent of the through traffic travel lane. The bus bays are designed to minimize traffic obstruction and maximize passenger safety. As of January 2006 approximately 456 bus pull-out bays have been constructed. The Broward County Land Development Code, Minimum Engineering Standards, and FDOT Transit Facilities Guidelines specify that a standard bus bay shall be 12 feet in width and 196 feet in length. Exclusive public transit corridors are roadway or railway corridors exclusively designated by the FDOT or a local government for public transit, which are physically separated from general use corridors and to which access is highly restricted. The South Florida Rail Corridor, previously known as the CSX Transportation railway corridor, is the only exclusive public transportation corridor in Broward County. Please see the Railways network subsection (i.e., II.A.7.) for additional details on this transportation corridor.

Public transit vehicles. Broward County Transit's (BCT) 2005 vehicle inventory consists of approximately 275 full-size transit coaches, each with seating capacities of approximately 40-42 persons. All vehicles are air conditioned and have kneeling mechanisms, which lower the steps of a bus to accommodate persons who have mobility impairments. All buses are equipped with wheelchair lifts or ramps for facilitating boarding and disembarking.

Subpolicy 3.3.2.1. provides for the County to continue replacing older buses with more efficient ones. The average age of the BCT fleet is 6.59 years.

Public transit bus stops. The BCT maintains, monitors, and updates its Bus Stop Inventory. The 2006 inventory shows Broward County has approximately 5,012 bus stops, nearly 18 percent (916) of which are non-accessible according, 45% (2,237) are wheelchair accessible,

and 37% (1,859) are functionally accessible, according to federal ADA requirements. Each stop has a unique code for the bus route and a unique location code which shows that there are shared bus stops. A non-accessible bus stop is one that does not have a 5 foot by 8 foot concrete pad, connected to a sidewalk with a curb cut. Private advertisers maintain approximately 2,059 benches and approximately 453 shelters. Shelters located in municipalities are coordinated with the municipalities in accordance Broward County minimum Engineering standards. Landscaping, lighting, information kiosks, and any other features intended for public transit are transit enhancements but are not included in the Bus Stop Inventory. Table 3-16 identifies bus stops by municipality.

Table 3-16
BUS STOP INVENTORY BY MUNICIPALITY

Municipality	Stops	Shelter	Benches	Bay/R-T-L
COCONUT CREEK	126	32	32	28
CORAL SPRINGS	231	12	24	38
DANIA BEACH	120	4	52	18
DAVIE	97	16	65	12
DEERFIELD BEACH	223	8	38	46
FORT LAUDERDALE	848	43	319	60
HALLANDALE	125	27	72	3
HOLLYWOOD	657	53	374	77
INDIAN RESERVATION	11	1	7	0
LAUDERDALE LAKES	93	20	60	14
LAUDERDALE-BTS	33	0	16	2
LAUDERHILL	181	9	47	12
LIGHTHOUSE POINT	24	3	16	2
MARGATE	95	16	48	9
MIAMI-DADE	96	18	58	8
MIRAMAR	143	8	38	36
NORTH LAUDERDALE	51	12	25	8
OAKLAND PARK	172	12	32	3
PALM BEACH	41	9	3	8
PEMBROKE PARK	28	4	3	2
PEMBROKE PINES	225	25	159	33
PLANTATION	275	30	36	46
POMPANO BEACH	429	25	187	59
SOUTHWEST RANCHES	1	0	1	0
SUNRISE	272	27	90	42
TAMARAC	198	6	100	27
UNINCORPORATED	76	11	25	3
WEST PARK	51	1	14	1
WESTON	31	0	0	2
WILTON MANORS	52	1	28	0
TOTAL	**5,005**	**433**	**2,289**	**629**

Source: Broward County Mass Transit Division, (2005)

Other facilities. The BCT administrative offices are located at the Copans Road complex. In addition to housing administration and operations offices, this facility has the capacity to park and maintain approximately 200 buses. Another bus maintenance facility is located at Ravenswood Road / Anglers Ave and has the capacity to park and maintain up to 100 buses. Map 3-3 shows the location of these facilities.

b. *Public transit services.* Public transit services are passenger services provided by public, private or non-profit entities. They include the following surface transit modes: fixed route bus service, limited route bus service, feeder bus service, demand responsive service, paratransit, community bus service, intercounty service, and other services. Map 3-3 shows the existing fixed public transit routes and the community bus service routes.

Fixed-route bus service. Broward County Transit operates fixed-route bus system servicing nearly all of Broward County's developable area. It provides service on a repetitive, fixed-schedule basis. Each fixed-route trip serves the same origins and designations. Currently, BCT operates 40 transit routes. Connections also are made to Miami-Dade County and Palm Beach County and Tri-Rail Commuter Rail service (7 stations). Fixed-route transit service is provided seven days a week, although at reduced levels on Sundays and certain holidays. Routes operate from as early as 4:45 a.m. until 12:25 p.m. on weekdays and Saturday, and from 6:45 a.m. to 10:15 p.m. on Sundays.

Transit route load factor is a capacity performance measure used in the Congestion Management System (CMS). A bus route with a load factor of one (1) is operating at capacity, meaning all seats are occupied. Table 3-17 shows there are 24 out of the 40 transit routes which exceed the load factor of one (1) during peak hours.

Table 3-17
Fixed Public Transit Routes Exceeding the Load Factor One

Roadway Segment	Route
US 1 from Broward Terminal to Johnson Street	1
Hollywood Blvd from SW 36 Av to Flamingo Road	3
Pembroke Rd from SW 30 Av to Flamingo Road	5
Johnson Street from I-95 to Federal Highway	9
Broward Blvd from SW 28 Avenue to SW 8 Avenue	9
US 1 from Broward Terminal to Atlantic Boulevard	10
NW 16 St from NW 23 Avenue to NW 24 Avenue	11
Powerline Rd from NW 63 to Broward Terminal	14
NW 56 Avenue from Stirling Rd to Taft Street	15
Taft Street from US 1 to Dixie Highway	17
US 441/SR7 from Pembroke Road to Sheridan Street	18
US 441/SR7 from Oakland Park Blvd to Davie Blvd	18
Broward Blvd from Broward Terminal to US 441/SR7	22
Hallandale Beach Blvd from US 1 to Florida Turnpike	28
Davie Blvd from SW 26 Avenue to SW 17 Avenue	30
NW 31 from NW 19 Street to Prospect Road	31
Coconut Creek Pwy from SR7 to Lyon Road	31
Sunrise Blvd from West of Florida Turnpike to Powerline Rd	36
NE 4 Av/Dixie Hwy from Cypress Creek Rd to Broward Blvd	50
Commercial Blvd from NW 33 Avenue	55
NW 70 Av from Sunrise Blvd to NW 4 Street	56
Andrews Av from McNab Rd to Broward Terminal	60
Cypress Creek Rd/Kimberly Blvd from Powerline Rd to SW 81 Av	62
Oakland Park Blvd from University Dr to Andrews Av	72
Broward Blvd from SW 27 Av to Broward Terminal	81
SW 4 Av from Broward Terminal to SR 84	84
Coral Springs Dr from Riverside Dr to Atlantic Blvd	88

Source: Broward County Congestion Management System: Performance Evaluation and Monitoring, Broward County Transportation Planning Division, (2004)

The busiest BCT route with the highest number of boarding's is Route 18, which travels on SR 7. This route operates between Sandlefoot Cove Plaza in Boca Raton, Palm Beach County on the north, to a southern terminus at the Golden Glades Transit Hub in Miami-Dade County, with 15 minute headways during peak hours. The average daily ridership is more than 3,000 each weekday. Route 18 requires the use of 17 buses during peak hours.

Limited bus services. Limited bus services, which has faster operating speeds and serves a limited number of origins and destinations, provides a level of service comparable to the automobile. It has over 1,800 passengers boarding's per weekday.

SFRTA/Tri-Rail Feeder bus services. Feeder bus service routes are defined as local transit service that picks up and delivers passengers to a rail transit terminal, express bus stop, transfer point, or terminal. Feeder bus services is currently provided to SFRTA/Tri-Rail stations under a private contract and are identified in Table 3-18.

Table 3-18
SFRTA/Tri-Rail Feeder Bus Service

Station Name	Route's Main Roadways	Vehicles
Deerfield Beach	Hillsboro Blvd. and NW 12th Avenue	3
Cypress Creek	Cypress Creek Rd. and Andrews Avenue	2
Ft. Lauderdale	Broward Blvd./ I-95 and Andrews Ave.	4
Ft. Lauderdale Airport	Griffin Road and Anglers Ave	3

Source: Train Schedule and System Information, South Florida Regional Transportation Authority (SFRTA) 2006.

Demand responsive service. Broward County funds and administers the Transportation Options Program (TOPS), which provides door-to-door service, upon request, to residents who are disabled, transportation or economically disadvantaged, for several specific trip purposes. The program, introduced by Broward County Transit's Paratransit Service in December 1996, gives consumers a choice of transportation service providers.

Presently, four (4) transportation entities provide demand responsive service: AAA; Area Agency on Aging in Pembroke Pines and Deerfield Beach; Handi-Van; and Village Car Service.

Community Bus services. Several municipalities provide community transit routes. Table 3-19 presents the operating characteristics of Broward County's municipal transit services. Map 3-3 shows the municipal service routes.

The Community Bus Service, part of the BCT Family of Services, has expanded to 20 municipalities in Broward County. These mini buses are wheelchair accessible and allow better access to city neighborhoods. The increased city participation in the community bus

service means shorter neighborhood trips, better connections to neighboring cities and increased connections to fixed bus routes.

The Community Bus program was initiated in 1991 with Cooper City operating the first bus. Many of the community bus routes cater to the needs of senior citizens and include destinations such as senior centers, medical facilities, and shopping centers. The routes also provide connections to BCT's fixed route service.

Community Bus service will continue to expand. A number of municipalities have requested expanded service and others have requested to be included in the program. Nova Southeastern University is currently proposing to construct and operate a transfer terminal, off SW 30th Street, between University Drive and College Avenue. This terminal will accommodate the NSU circulators, the town of Davie Community Bus, the SFECTMA Tri-Rail Express buses, and BCT routes 2 and 9.

This growing service is provided through a partnership between the individual cities and BCT using inter-local agreements and is based on local ridership demand. Community Bus Service Operating Characteristics can be found in Table 3-19. Map 3-3 shows the existing Community Bus Service Coverage

Table 3-19
Operating Characteristics of Community Bus Services
Broward County (1997)

		Span of Service			
Route	**Frequency**	**Weekday**	**Saturday**	**Sunday**	Buses
Coconut Creek					
Community Bus	60 min	6:30a-6:03p	6:30a-6:03p	-	2
Shopper's Loop	60 min	7:00a-6:00p	7:00a-6:00p	-	2
Cooper City					
Community Bus	60 min	8:00a-4:25p	8:00a-4:25p	-	1
Coral Springs					
Green Route	60 min	8:00a-5:54p	8:00a-4:54p	-	1
Blue Route	60 min	8:00a-5:55p	8:00a-4:55p	-	1
Dania Beach					
Community Bus	40 min	8:47a-5:10p	-	-	2
Davie					
Community Bus	45 min	7:00a-7:39p	8:00a-4:54p	-	2
SFEC-TMA	30 min	6:28a-8:36p	-	-	2
Deerfield Beach					
Express I	60 min	6:00a-4:00p	-	-	1
Express II	60 min	8:00a-3:50p	-	-	1

Express III	60 min	9:00a-5:55p	9:00a-5:55p	9:00a-5:55p	1
Fort Lauderdale					
Courthouse Loop	10 min	7:30a-6:00p	-	-	2
Galt Ocean Mile	45 min	8:30a-4:30p	-	-	1
Lauderdale Manors	60 min	6:40a-6:30p	-	-	1
Northwest Circulator	60 min	8:05a-4:25p	-	-	1
Las Olas Beaches	15 min	6:30p-1:30a Friday only	6:30p-1:30a	-	2
SFRTA/Tri-Rail Connector	Various	-	7:35a-12:03a	7:35a-10:03a	1
Park and Ride	25 min	6:55a-7:50a 4:35p-5:30p	-	-	2
United Resident Council	demand response.	6:00a-4:00p	-	-	2
Hillsboro Beach					
Community Bus	60 min	9:00a-4:50p	9:00a-4:50p	-	1
Lauderdale-By-The-Sea					
Community Bus	45 min	9:00a-5:25p	-	-	1
Community Bus	30 Min	-	10:00a-7:55p	8:00a-11:25a	1
Park & Ride Loop	10 min	-	-	12:00p-6:00p	1
Lauderdale Lakes					
East-West Route	60 min	6:30a-6:23p	-	-	1
North-South Route	60 Min	9:00a-4:55p	-	-	1
Lauderhill					
Route 1A	45 min	6:30a-6:25p	-	-	1
Route 1B	45 min	9:00a-8:55p	-	-	1
Route 2	30 min	6:30a-6:25p	-	-	1
Route 3	40 min	6:30a-6:25p	-	-	1
Route 4	45 min	6:30a-6:25p	-	-	1
Lighthouse Point					
Community Bus	60 min	8:00a-4:23p	-	-	1
Margate					
Route A	60 min	7:30a-6:30p	7:30a-6:30p	-	1
Route B	30 min	7:15a-6:50p	7:15a-6:50p	-	1
Route C	60 min	8:30a-6:50p	8:30a-6:50p	-	1
Route D	30 min	7:15a-6:30p	7:15a-6:30p	-	1
Miramar					
Green Route	60 min	7:00a-6:25p	-	-	2
Red Route	60 min	6:50a-6:55p	-	-	1
North Lauderdale					
West Route	45 min	7:30a-6:10p Tues-Friday	7:30a-6:10p	-	1

East Route	45 min	7:30a-6:10p Tues-Friday	7:30a-6:10p	-	1
Oakland Park					
Community Bus	45 min	8:00a-5:40p	-	-	1
Pembroke Pines					
Green Route	60 min	7:38a-7:37p	7:38a-7:37p	-	2
Gold Route	30 min	7:00a-7:28p	7:00a-7:28p	-	3
Plantation					
Route A	45 min	7:10a-7:45p	-	-	2
Route B	45 min	7:00a-7:35p	8:00a-5:35p	-	2
Pompano Beach					
Blue Route	45 min	9:00a-5:10p	-	-	1
Green Route	30 min	9:10a-5:05p	-	-	1
Tamarac					
Green Route	45 min	9:00a-5:10p	-	-	1
Red Route	60 min	9:00a-4:51p	-	-	1
Yellow Route	60 min	9:00a-4:55p	-	-	1

Source: Broward County Transit Development Plan, Mass Transit Division, (2005).

c. *Major public transit trip generators and attractors.* Major public transit generators and attractors are concentrated areas of intense land use or activity which produce or attract a significant number of local trip ends. Public transit generators are typified by residential land uses. Public transit attractors include commercial, industrial, office, commercial recreation, educational, institutional, and transportation land uses. Ideally, public transit should connect major transit generators to major transit attractors. The Year 200<u>6</u> Major Public Transit Generators and Attractors major public transit generator and attractor TAZs are displayed in Map 3-4 along with the location of the Local and Regional Activity Centers.

Broward County defines a major public transit generator as one of the top 5% (40) Traffic Analysis Zones (TAZs) with the highest population density. A major public transit attractor is one of the top 5% (40) TAZs with the highest employment density Map 3-5 reflects Year 2030 Major Public Transit Generators and Attractors.

d. *High capacity transit corridors*. Providing high-capacity transportation will ensure economic vitality as well as minimize the impact on the environment. Articulated buses and express transit service alternatives are critical to improving transit options and to continue to explore the feasibility of fixed guideway and high-performance systems such as Bus Rapid Transit. The Future Public Transit, Railway & Intermodal Facilities map identified high-capacity premium transit enhancements (Map 3-6) along the following corridors:

Table 3-20
Premium Transit Corridors

Premium Transit Enhancement	Transit Corridor	Limits
LRT	FEC RR Transit Corridor	From Miami-Dade County to Palm Beach County
LRT	Central Broward East-West Transit Corridor	From Sawgrass Mills to Int'l Airport via Downtown
BRT/Rapid Bus	SR 7 Transit "Bridge"	Phase 1: Miami-Dade County to I-595; Phase 2: I-595 to Palm Bach County
Rapid Bus	Oakland Park Blvd	From Sawgrass Mills to Downtown via US 1
Rapid Bus	Pines/Hollywood Blvd	From SW 160th Ave to Young Circle
Rapid Bus	Sample Road	From Sawgrass Expwy. to Pompano Square Mall via Dixie Hwy
Rapid Bus	University Drive	From Miami-Dade County to Sample Road
Express Bus	Atlantic Blvd	From Sawgrass Expwy. To Transit Center at Dixie
Express Bus	Cypress Creek / McNab Road	Sawgrass Mills – Cypress Creek Tri-Rail Station
Express Bus	I-75	From Miami-Dade County to Sawgrass Mills
Express Bus	Powerline Road	From Downtown Fort Lauderdale to Palm Beach Co.
Express Bus	Sawgrass Expressway	Sawgrass Mills to Boca Raton Tri-Rail Station
Express Bus	Sunrise Blvd	Sawgrass Mills to Downtown Fort Lauderdale
Tri-Rail	Tri-Rail/CSX Transit Corridor	From Miami-Dade County to Palm Beach County

Source: Broward County, Mass Transit Division, (2005).

e. *Safety.* Public transit safety addresses such issues as the safety certification process, transit fatalities and injuries, security surveillance at terminals and on buses, and hurricane evacuation.

Safety certification. BCT is in full compliance with the safety requirements mandated by the System Safety Program Plan (SSPP), Chapter 14-90, "Equipment and Operational Safety Standards Governing Public Sector Bus Transit Systems". This is reflected in the Quality Assurance Performance Evaluation performed in May 2006 by the Florida Commission for the Transportation Disadvantaged (FCTD). The safety requirements are incorporated in every aspect of the operation including design and construction, procurement activities, and training and operation of the system.

Subpolicies 3.1.2.1 and **3.1.2.2.** address compliance with the SSPP.

Transit fatalities and injuries. Table 3-21 provides data regarding incidents and injuries, which have occurred from BCT vehicle collisions or in association with the use of BCT. The Federal Transit Administration (FTA) reporting requirements have changed since the table

was last updated.

In this table only incidents, where at least one person is transported to the hospital and/or there is at least $7,500 in total property damaged, are reported. Previously, all incidents were reported, regardless of any injury or property damage. This is why incidents are lower now then they were on the last report.

Also, only injuries where a person is actually transported to the hospital are reported to the FTA. Previously, anybody who complained of injury was counted as injured, whether they were transported or not. This would explain why injuries are lower then the previous reporting period.

2004 was the year with the highest incidents; 70 collisions with other vehicles, 3 collisions with objects and 7 collisions with people. In 2005 no fatalities took place.

Table 3-21
BCT Transit Safety and Collision Report

Safety Items	Incidents			Injuries			Fatalities		
	2003	2004	2005	2003	2004	2005	2003	2004	2005
Collisions									
Collision with other vehicles	59	70	53	125	145	109	1	0	0
Collisions with objects	3	3	0	2	3	0	0	0	0
Collisions with people	1	7	0	1	5	0	0	2	0
Non-collisions									
Personal Casualties inside vehicle	47	37	48	54	38	51	0	0	0
Boarding & alighting vehicle	8	2	19	8	2	19	0	0	0

Source: Transit Safety and Security Form (405)-Report Year 2003-2005, Broward County, Division of Mass Transit, 2005

Security detail and surveillance. BCT has a security detail composed of a Broward County Sheriff Sergeant and three (3) deputies. Additionally, all new buses purchased are equipped with security cameras and retrofitting older buses with security cameras is being considered. **Subpolicy 3.1.2.5.** addresses the issue of security surveillance cameras at terminals and on buses.

Table 3-22 shows that BCT is experiencing an increasing trend of security violations. The most frequent offense was drunkenness both in vehicle and in station; the total occurrences were 30 in 2004 and 575 in 2005. The total numbers of security violations reported were 562 in 2004 and 801 in 2005, representing a 2.5 percent increase over 2 years.

Table 3-22
BCTTransit System Security Report

Security Items	2004	2005
Robbery	0	1
Aggravated assault	10	38
Larceny/theft	4	10
Other assault	7	9
Vandalism	11	6
Drug abuse violations	36	24
Driving under the influence	0	0
Drunkenness	30	575
Disorderly conduct	298	92
Trespassing	36	38
Fare evasion	22	7
Curfew and loitering laws	10	1
Total	562	801

Source: Transit Safety and Security Form (405)-Report Year 2004-2005, Broward County Division of Mass Transit 2004-2005.

Hurricane evacuation. BCT continues to provide bus service to the Coastal High Hazard Area.

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

a. *Bicycle facilities.* Bicycle facilities include bikeways, bicycle parking, employee showers and clothing lockers, bicycle racks on buses and trains, maps and any other document that facilitates bicycling.

Bikeways. A bikeway is any road, path or way which is open to bicycle travel. Broward County bikeways include multi-purpose paths/greenways, designated bicycle lanes, paved shoulders, and wide curb lanes, which total almost 299.5 miles. In recent years the consideration of bikeways as part of the roadway design, like landscaping, has gradually become part of the roadway's design process. However, because bicycle lanes were rare in Broward County and immediate connectivity between the few existing facilities was not financially feasible; a construction by opportunity approach was utilized to begin development of the county's on-road bicycle facility network. As new roads are being constructed, on-road bicycle facilities are included. Broward County is now reaching the point at which connectivity between facilities is becoming financially feasible. To further develop this network the Broward County Bicycling Advisory Committee is helping to develop a prioritized list of bicycle facility construction projects. The location of Existing and Designed Bikeway Facilities are displayed on Map 3-7, and the mileage by type is displayed in Table 3-23. Bikeways predominantly follow state roads, although scattered segments follow local roads. The City of Weston claims the most mileage of bikeways along local roads.

Table 3-23
Existing Broward County Bikeways and Wide Curb Lanes (2006)

Type	Miles	Percent
Multi-purpose paths [1]	23.5	7.8
Dedicated Bicycle Facilities	153.0	51.1
Shared Facilities	123.0	41.1
TOTAL	299.5	100.0

Note: [1] This figure does not include multi-purpose paths located within regional parks.
Source: Broward County Transportation Planning Division, 2006

A multi-purpose path is a bikeway that is in right-of-way separate from the road. Table 3-23 shows that countywide there are approximately 23.5 miles of multi-purpose paths. The longest continuous multi-purpose path follows the North New River Canal right-of-way, owned by the South Florida Water Management District, for approximately seven miles, stretching along the north side from University Drive to Pine Island Road and along the south

side from Pine Island Road to Markham Park. A multi-purpose path encircles the Pompano Beach Airport and Pompano Beach Municipal Golf Course, which is predominantly used for recreational trips and is shared with recreational walkers and in-line skaters. Broward County is currently designing an additional 80 mile of multi-purpose paths as part of its Greenways Network. Map 3-7 depicts the entire proposed network.

A bicycle lane is a portion of a roadway which has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicycles. Unlike multi-purpose paths, bike lanes are not physically separated from traffic. Broward County's bike lanes total approximately 153 miles. **Subpolicy 3.2.3.1.** provide for Broward County to continue to include bikeways in road construction projects.

Shared facilities are on road facilities that provide for bicycling but are not striped or marked to bicycle lane standards. Paved shoulders and wide curb lane fit into this category. A wide curb lane has is the outermost through lane of a roadway at least two feet wider than the interior lanes. Typically this is at least thirteen feet wide and is not defined by a lane stripe. In Broward County outside lane widths of fourteen feet or wider are marked striped with an eleven foot travel lane adjacent to three foot undesignated lane. Paved shoulders provide a defined space adjacent to the travel lane but do not correctly direct a bicyclist through an intersection when a right turn lane is present. Broward County has approximately 21.4 miles of wide curb lanes which are displayed on Map 3-7.

Undesignated Lanes. In Broward County, if fourteen feet is available for the outside lane, it is typically divided to create a three foot undesignated lane next to an eleven foot travel lane. The striping pattern of the undesignated lane is similar to that of marked bicycle lane. Because of the similarities in striping between an undesignated lane and a bicycle lane. The miles of undesignated lanes in Broward County is included in the total number of miles of dedicated bicycle facilities.

Bicycle parking. Bicycle parking includes racks and lockers of various designs. Recognizing that not all bike parking facilities provide equal protection or security Broward County and the Broward County MPO produced the Broward County End-of-Trip Bicycle Facilities Guide which provides the reader with information needed to make the right decisions abut bicycle parking. Bicycle parking racks are widely available at Broward County government facilities, including the downtown Governmental Center, County Courthouse, County libraries, and at BCT and Tri-Rail public transit terminals. Traditional bicycle parking racks provide minimal security when bikes are left alone for long periods of time. Bicycle storage lockers provide additional security from theft and protection from inclement weather by enclosing the entire bike. **Subpolicy 3.2.3.3.** provides for additional bicycle parking countywide.

Bus Mounted Bicycle racks. Bus mounted bicycle racks provided on public transit vehicles and allow a passenger to carry a bike from a point of origin to a destination. Public transport racks enable the public transit user to reach destinations not served by the public transit system, thereby increasing the service area. BCT's records show an average monthly rack usage of 33,000 uses per month. Tri-Rail provides bicycle transport racks on each car.

Lockers and showers. The availability of showers and lockers encourages bicycle commuting by removing obstacles to employees who must maintain a professional appearance. Certain Broward County governmental buildings have showers and lockers available for employee use. A comprehensive list of the sites equipped is not available, but the sites include the Office of Environmental Services, the Broward County Sheriff's Department, and various county parks. The buildings which contain shower and locker facilities primarily house agencies in which the nature of the work performed requires showers and lockers. One notable exception is the downtown Governmental Center, which has a shower and locker available in the parking garage, but it is not a gender separated facility. The extent of efforts by municipalities and private employers to provide showers and lockers is not known.

Bicycle Coordinator. The Broward County Bicycle Coordinator is a fully funded position housed in the Transportation Planning Division. The Bicycle Coordinator is involved in a number of tasks, such as development of the short-term and long-term Bicycle Facilities Network Plan, development of bicycle suitability maps, staffing the Broward County Bicycle/Pedestrian Advisory Committee and the development of traffic safety education programs. **Subpolicy 3.1.3.2.** provides for the Bicycle Coordinator to continue to provide educational training.

Educational programs. Bicycle education is taught in Broward County by various agencies that have different needs ranging from implementation of a nine week curriculum or the information to conduct presentations or bicycle rodeos. The Broward County Bicycle Coordinator provides instructor training to the various agencies.

The Broward County Bicycle Suitability Map 3-8 displays bikeways and designates traffic interaction ratings, but does not designate routes. It was determined the suitability map is more advantageous than a route map because the user may choose a course of travel based upon ability and confidence. The map provides a wealth of bicycle related information including defensive riding, traffic laws, bicycle repair shops, clubs, and regional park facilities.

b. Bicycle safety. Table 3-24 presents bicycle/ motor vehicle crash injury and fatality data for Broward County from 1990 -2004. While it is difficult to attribute this decline to any one factor in should be noted that the number of miles of on-road bicycle facilities has

steadily increased since 1991. **Policy 3.1.3.** addresses those programs, activities, and actions Broward County will take to provide a safe bikeways network.

Table 3-24
Bicycle/Motor Vehicle Crashes Injuries, Injury Rate & Fatalities
1990-2004

Year	Population	Injuries	Injury Rate	Fatalities
1990	1,256,269	868	69.09	10
1991	1,255,488	869	72.96	9
1992	1,294,090	1019	78.74	8
1993	1,317,512	999	75.82	19
1994	1,340,220	976	72.82	12
1995	1,364,168	883	64.73	15
1996	1,392,252	850	61.05	9
1997	1,423,729	772	54.22	10
1998	1,503,407	685	45.56	11
1999	1,535,468	596	38.82	14
2000	1,623,018	649	39.99	6
2001	1,649,925	597	36.18	6
2002	1,676,153	667	39.7	4
2003	1,698,425	669	39.4	5
2004	1,723,31	672	39	6

Source: Florida Department of Highway Safety and Motor Vehicles, 2004

5. Pedestrianways network. The pedestrianways network includes sidewalks and walkways that are "pedestrian lanes" that provide people with space to travel within the public right-of-way that is separated from roadway vehicles.

a. *Pedestrian facilities.* Pedestrian facilities include sidewalks, crosswalks, walkways, access facilities, and pedestrian facility design treatments. Pedestrian facilities improve mobility for pedestrians and provide access for all types of pedestrian travel: to and from home, work, parks, schools, shopping areas, transit stops, etc. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks should be continuous along both or one side of a street and sidewalks should be fully accessible to all pedestrians, meeting current ADA guidelines.

Broward County's pedestrian facilities are comprised primarily of sidewalks. These were historically not very well provided in many of the developments constructed before the late

1980's, and a great deal of infill sidewalks are required on the County's arterial and collector streets to provide safe, comfortable drained walkways for pedestrians. This point is particularly important when access to transit is considered. A sidewalk inventory was completed for over 400 miles of sidewalks in ten pedestrian study areas identified by MPO's Pedestrian Focus Group. This group identifies areas of existing or future pedestrian and transit activity. Approximately 370 miles of this inventory was completed along arterial and collector streets, while the remainder included local streets that either carry transit buses, or serve as primary pedestrian routes accessing transit stops. Of the roads that were inventoried, 70 percent are in good or fair condition, but almost 20 percent – or almost 80 miles – are missing sidewalks altogether. In addition to these pedestrian focus areas, sidewalk conditions for state highways were obtained from FDOT's Roadway Characteristics Inventory (RCI) database and video log records, and an additional 140 miles of County and Municipal roadways were inventoried in July 2004 as part of this study. The combined results of these data inventories for missing sidewalks is shown in Map 3-9.

Sidewalks. In the Unincorporated Areas, there is a continuous effort to construct sidewalks as evidenced by the Broward County Capital Improvement Element, which programs for sidewalk projects over the next five years. The Broward County Land Development Code requires sidewalks to be constructed adjacent to unincorporated local roads, Trafficways delineated on the Broward County Trafficways Plan, and all unincorporated and functionally classified County Collector roads. Sidewalks must be a minimum of five (5) feet-wide on both sides of all these roadways. During construction of roadway projects, sidewalks are required to be maintained.

Subpolicy 3.1.3.1. requires the Broward County Development and Environmental Regulation Division to continue maintaining land development regulations requiring sidewalks for new development and redevelopment.

Crosswalks. Crosswalks provide pedestrians with connections between sidewalks and walkways. Crosswalks are located at road intersections and mid-block locations which attract heavy pedestrian traffic, such as schools and parks. Well marked crosswalks provide safe paths for pedestrians by alerting drivers of the potential for pedestrians crossing the street. Crosswalks may be grade-separated where safety is a concern.

Subpolicy 3.2.3.5. provides for improving pedestrian access along transit routes, to public transit stops, and safe routes to school. Signals indicate to the pedestrian when it is safe to cross the street and are typically used at busy intersections in conjunction with crosswalks. At wide intersections, pedestrians often have difficulty crossing the street during the window of safety. In these circumstances, a median strip may be provided for the pedestrian to wait until the next signal change. The Traffic Engineering Division reports 117 signalized

pedestrian crossings in Broward County, but one (1) is designated as an equestrian crossing and many have fire house preemption.

Pedestrian Treatments. Pedestrian treatments are primarily designed to promote a pleasurable walking experience. Treatments include benches, fountains, landscaping, lighting, and other urban design features. Appropriate lighting and maintenance of pedestrian sight lines are important for safety enhancement. Lighting and sight lines enable the pedestrian to spot and avoid threatening situations. Broward County funds a program for art and public design which incorporates pedestrian amenities.

Subpolicies 3.2.3.2 and **3.2.3.4.** identify tasks to be addressed by the Broward MPO.

MPO is involved in the development of the short-term and long-term Pedestrian Facilities Plans and performs other functions. The 2006 Broward County Sidewalk Conditions and Transit Infrastructure Inventory is an ongoing program to assemble a countywide GIS database to identify deficiencies in the transportation network for these modes. Improvements will be consistent with the Multimodal Long Range Transportation Plan, and the County Commission's initiative to enhance livability, particularly through improved facilities to support alternative transportation.

Subpolicy 3.2.3 provides for the periodic update of the short-term and long-term Pedestrian Facilities Plan.

b. *Safety.* The Surface Transportation Policy Project calculates pedestrian safety rates using a numerical scale called the pedestrian danger index (PDI). The PDI is calculated on a scale of 1 to 100, with 1 being the safest city for walking and 100 the most dangerous. It is based upon the total number of pedestrian injuries and fatalities, the percent of all traffic related fatalities and injuries that are pedestrian, and the percent of commuters who walk to work. Miami-Fort Lauderdale is the third most dangerous large metropolitan area for pedestrians in the United States with a PDI of 78, third to Orlando (PDI 95) and Tampa-St. Petersburg-Clearwater (PDI 87).

Table 3-25 presents pedestrian injuries and fatalities data specific to Broward, Palm Beach, and Miami-Dade counties.

Table 3-25
Broward County Pedestrian Fatalities and Injuries
1999 - 2004

Year	Population	Fatality Rate*	Total Fatalities	Injury Rate*	Total Injuries
1999	1,535,468	3.19	49	58.81	903
2000	1,623,018	2.53	41	59.70	969
2001	1,649,925	2.55	42	60.18	993
2002	1,709,118	2.11	36	54.9	938
2003	1,698,425	2.53	43	61.2	1040
2004	1,723,310	2.21	38	53.6	923

* Per 100,000 population
Source: Crash data from Florida Department of Highway Safety and Motor Vehicles,2004

6. Waterway network. Prior to 1896, when the Florida East Coast Railway was constructed through Broward County, Broward County was accessible primarily through its navigable waterways. Until 1928, when Port Everglades was created by opening Lake Mabel to the Atlantic Ocean, there was no dependable anchorage for large ships. Today, Port Everglades is accessible by the world's modern cruise and cargo ships, while Broward County's other navigable waterways allow navigation by commercial and recreational boats.

Waterway facilities include those Broward County water bodies navigable from the Atlantic Ocean, and water-dependent transportation facilities, such as ports, marinas and boat ramps. Waterway services are those that serve navigation, such as passenger and freight services.

a. Navigable water features. The Broward County Waterway Chart (1996) shows Broward County's navigable water bodies are the Atlantic Ocean, the Intracoastal Waterway, the New River and its tributaries, the Dania Cut-off Canal, the Middle River and its tributaries, and the Pompano Canal. These canals and others were dredged to drain land for development, but also serve as transport waterways for pleasure craft, water taxies, and other vessels. For purposes of this subsection, water features are divided into two (2) categories: the Intracoastal Waterway and Other Navigable Waters.

Intracoastal Waterway. The Atlantic Intracoastal Waterway (ICW) is Broward County's primary navigable water body, extending from the Palm Beach County line to the Miami-Dade County line, a distance of approximately 24.5 miles. The ICW has an average depth of 10 feet at mean low water (MLW).

The U.S. Army Corps of Engineers (COE) has jurisdiction over the ICW. The COE regulates the setback of structures, such as piers and docks, along the ICW. The current

regulations prevent the construction, reconstruction and substantial rehabilitation of structures which extend farther than 100 feet from the bank of the main channel. The regulations provide for an exemption from this requirement where the ICW is too narrow to meet the 100 foot criteria. In those cases, the exemption allows a dock to reach 25 feet from the bank of the ICW.

For that portion of the ICW within the Port Jurisdictional Area (PJA), the Port Everglades Department has an agreement with the COE to maintain a 42-foot project depth and an average width of 125 feet. The average change in depth attributable to the tidal shift is three (3) feet.

Other Navigable Waterways. The almost 11.5 mile long New River and its tributaries collectively form Broward County's second longest navigable waterway. The New River's narrowest channel is at least 70 feet wide and has an average eight (8) foot depth. The New River originates at the confluence of the North Fork New River (NFNR) and the South Fork New River (SFNR) in Fort Lauderdale, south of Broward Boulevard and west of SW 7th Avenue.

The New River connects with the ICW near the Bahia Mar. The NFNR extends in a southeasterly direction for approximately four-and-one-half (4.5) miles from the South Florida Water Management District Stage Divide structure S-33, just west of NW 31st Avenue and has a depth of approximately five-to-six (5-6) feet. The SFNR extends northeasterly for approximately four (4) miles and ends west of US 441.

The approximately five (5) mile long Dania Cut-off Canal is a branch of the South New River Canal (C-11) which begins just east of US 441 and north of Griffin Road. The Dania Cut-off Canal extends east to connect with the ICW. It is a South Florida Water Management District project canal and has an uniform width of 90 feet and an average depth of six (6) feet. The portion of the Dania Cut-Off Canal located within the PJA has a project depth of 17 feet.

The two (2) mile long Middle River begins at the confluence of the North Fork Middle River and the South Fork Middle River, just west of US 1 and south of NE 26th Street in Fort Lauderdale. The north and south forks of the Middle River are branches of the Middle River Canal and completely encircle the City of Wilton Manors. The Middle River has an average depth of between five and eight (5-8) feet and an average of width approximately 120 feet. The Pompano Canal extends across the entire county, running parallel with Atlantic Boulevard. In the east, the Pompano Canal converges with the Cypress Creek Canal south of Atlantic Boulevard and west of US 1, and connects with the ICW. From the east, the Pompano Canal is navigable as far as Dixie Highway.

b. *Water-dependent transportation facilities.* Water-dependent transportation facilities are those that can only be carried out on, in, or adjacent to water areas because the facility requires access to the water body for waterborne transportation including seaports, marinas, and marine recreational facilities.

Seaports. Broward County has two (2) seaports: Port Everglades and Port Dania. Port Everglades is one of Florida's top three international cruise ports, has Florida's largest operating Foreign Trade Zone, distributes nearly one-fifth of Florida's energy needs from the 13 petroleum and pipeline companies operating within the PJA, and ranks 12th among the nation's mainland container ports.

Port Everglades is Broward County's major water-dependent transportation facility. It is one of the deepest Atlantic seaports south of Norfolk, Virginia. Project water depths in the channel range from 45 feet MLW at the east end near the ocean to 42 feet MLW at the west end. Water depths at the berths vary from 31 feet to 42 feet MLW. The mean tidal range at the entrance is 2.5 feet with a spring tidal range of 3.0 feet. Many of the new cargo ships require depths of 50 feet or more when fully loaded; consequently, the Port's current depths constrain it from accommodating these new ships, unless they lighten their loads before calling at the Port.

Port Everglades also has one of the shortest, straightest entrance channels along the East Coast. The distance from the ocean entrance channel to the Port's main turning basin is approximately 1.2 nautical miles, which allows ships to dock within one hour from the sea ocean buoy. The entrance channel is 500 feet at its seaward end narrowing to 450 feet wide at the west end.

The PJA's total area is approximately 2,190 acres, of which approximately half is Port-owned land. Port Everglades is divided into three (3) areas: Northport, Midport, and Southport. This section presents only a summary of the port facilities. A more detailed description of Port Everglades and its facilities is included in the Coastal Management Element's Deepwater Port Component (CME/DPC) and the Port's Master/Vision Plan.

The CME/DPC's Port Everglades Map Series depicts all transportation facilities located within the PJA, including the locations of all piers and berths, buildings, passenger and cargo terminals, roadways, and other related facilities. Table 3-26 summarizes the extent of the Port facilities.

Table 3-26
Port Everglades Facilities

Facilities	Number	Specifications
Cranes	9	Container Gantry and Mobile Harbor Cranes
Warehouses		
- Transit Sheds	5	441,484 sq. ft.
- Foreign Trade Zone	5	388,600 sq. ft.
- Refrigerated	1	1,600,000 cu. ft.
Total	*11*	
Open Storage Yards		
- Northport		9 acres
- Midport		51 acres
- Southport		215 acres
Total		*275 acres*
Cruise Terminals	12	Terminals 1, 2, 4, 18, 19, 21, 22, 24, 25, 26, 27 and 29
Berths	48 (Includes small lay-in berths)	25,222 linear feet of bulkhead
Ro/Ro Ramps	8	Berths 1, 4, 5A, 18, 19, 33A, 33B, & 33C
Office Buildings		
- Port Owned	4	97,612 sq. ft.
- Administration	1	81,700 sq. ft.
- Privately Owned	1	90,000 sq. ft.
Total	*6*	*269,312 sq. ft.*
Service Buildings		
- Public Safety	1	21,558 sq. ft.
- Public Works	1	3,850 sq. ft.
- Maintenance	6	45,300 sq. ft.
Total	*8*	*80,708 sq. ft.*
Parking Garages		

Facilities	Number	Specifications
- Northport	1	2,500 spaces
- Midport	1	2,000 spaces
Total	*2*	*3,500 spaces*

Source: Port Everglades Facilities Guide and Directory 2010.

Port Everglades' rail connections facilitate the intermodal transfer of freight. The Port Everglades Map Series shows the location of the Port's rail facilities. The internal Port Everglades rail system is owned by the Port, but operated by the Florida East Coast (FEC) Railway. Rail service accesses Port Everglades along Eller Drive and then turns north to the west of SE 14th Avenue, branching to several spurs to the east. These spurs are no longer operational.

Uncongested internal roadways facilitates the intermodal transfer of freight and passengers. The Port Everglades Map Series identifies the internal roadways and ingress and egress points to Port Everglades: Eller Drive, Spangler Boulevard and Eisenhower Boulevard. Table 3-27 identifies the internal road characteristics. The Port's traffic count data from March 2011 was used to calculate the existing Level of Service (LOS). All roads in the PJA currently operate at a LOS of C or better. **Subpolicy 3.2.4.1**. provides for the Port Everglades Department to continue to maintain and improve the access and internal roadways network within the Port Jurisdictional Area.

Table 3-27
Port Everglades
Internal Roadway Characteristics

2011	Roadway Segment		-	-	Two-Way Daily Traffic Volumes			Daily Levels of Service		
Roadway	From	To	No. of Lanes	Daily Capacity	Friday VPD	Saturday VPD	Sunday VPD	Average Friday LOS	Saturday LOS	Sunday LOS
Eisenhower Boulevard	SE 12 Street	SE 20 Street	4LD	31,000	6,097	6,097	9,024	C	C	C
Spangler Boulevard	U.S. 1	Eisenhower Boulevard	4LD	31,000	6,378	6,378	9,179	C	C	C
SE 14 Avenue	Eller Drive	North	2LD	14,200	1,733	1,733	1,941	C	C	C
Eller Drive	McIntosh Road	SE 19th Street.	4LD	31,000	6,119	4,358	7,111	C	C	C
McIntosh Road	Eller Drive	South	4LD	31,000	9,305	9,305	1,185	C	C	C

Source: Volume 4, Broward County Comprehensive Plan, Coastal Management Element, Deepwater Port Component, p. 12-65, Port Everglades Department, (2011).

Eller Drive serves as the eastern terminus of I-595 and is the major access point to the Port for commercial traffic, particularly vehicles carrying cargo to and from Southport.

Spangler Boulevard provides access to the Port's petroleum storage terminals and also serves the Broward County Convention Center, the Northport passenger terminals, and the Midport cargo terminals. It provides the PJA access to the SIS/FIHS, via US 1 to I-595 and SR 84 to I-95.

Eisenhower Boulevard, at the 17th Street Causeway, is the primary entranceway to Northport and provides access to the Broward County Convention Center, the 2,500-car Northport Parking Garage, and the proposed Convention Center Hotel. **Subpolicy 3.2.4.2.** provides for adequate and convenient parking to serve the Port Passenger terminals.

Although Port Dania is not located within the unincorporated area, and is not owned or operated by Broward County, it is nonetheless inventoried herein as a significant water-dependent transportation facility. Port Dania, located just south of Port Everglades, is used by small ships handling general cargo and heavy equipment. The 3.1 mile route from Port Everglades entrance to the Port is through the main channel, thence southward for 1.8 miles in the ICW and westward for 0.9 miles in the Dania Cut-Off Canal to a 540 by 310 foot turning basin on the north side. The reported controlling depth from the ICW to the turning basin is 5 feet. An overhead power cable across the Dania Cut-Off Canal has a clearance of 30 feet. Facilities include 1,440 feet of wharf age with 14 feet alongside, five ramps for roll-on-roll-off loading, nine (9) acres of open storage, over 15,000 square feet of enclosed warehouse storage, water, fuel and lubricants by truck. Truck service is available, and railroad sidings are nearby.

Marinas and other water dependent facilities. Other major water dependent facilities include saltwater marinas and boat ramp sites or locations. Table 3-28 shows the total number of saltwater marina facilities by facility type, the number of boat slips and dry storage available, and the number of ramps and ramp lanes provided by Broward County's saltwater marinas.

Table 3-28
Broward County's Saltwater Marinas

Marina Type	No. of Marinas	Acres	No. of slips or moorings	No. of Dry Storage	No. of Ramps	No. of Ramp lanes
Government	11	1,894.10*	288	0	15	19
Commercial	54	215.25	2,262	2,454	8	8
Club	24	103.10	827	350	3	3
Non-profit	4	4.00	89	0	0	0
Total	93	2,216.45	3,466	2,804	26	30

Note: * This figure includes the total acreage for the site and not just for the marina. The majority of this acreage is attributable to West Lake Regional Park.
Source: Recreation and Parks Management Information System, Florida Department of Environmental Protection (Summer, 1995).

In addition to the saltwater marinas, Broward County has 24 sites that provide for saltwater boat ramps. **Subpolicy 3.2.4.3.** encourages the location of water dependent uses at appropriate locations.

c. *Water-related transportation services.* Water related transportation services are provided by private businesses operating through Port Everglades, including containerized cargo, petroleum, bulk cargo (cement, gypsum, and scrap metal), neobulk cargo (lumber, steel, and secondary fiber), and passenger cruises. Port Everglades plays a vital role in the South Florida region, annually contributing an estimated $13.9 billion to the local and regional economy and generating more than 143,000 local and regional jobs. The Port is the second busiest cruise port in the world, with over 3.7 million passengers in FY 2009/2010 and ranks 12th among the mainland U.S. container ports, moving 793,227 TEUs (twenty-foot equivalent container units) in FY 2009/2010. The Port also supplies a 12-county region with gasoline, fuel oil, and aviation fuel. Other commodities handled by the Port include cement and clinkers, steel coils and rebar, aggregates, and gypsum. Trucks, trailers, tractors, automobiles, buses, and yachts and other boats are also shipped through the Port.

The Fort Lauderdale Water Taxi, a private water taxi service, operates on demand much like a regular taxi service and it ferries persons to various destinations accessible through

Broward County's navigable waterways. The cost is $12.00 per person. The Water Taxi operates a water bus service with scheduled stops to ferry passengers between downtown, the beach, 17th Street and Sunrise Boulevard.

Public bus service to the PJA is provided by Broward County Transit (BCT) via Bus Route 40 along the SE 17th Street Causeway, with a stop located at the intersection of SE 17th Street and Eisenhower Boulevard. Port Everglades can, therefore, be accessed through transfers from anywhere the BCT bus routes operate. However, BCT does not presently operate bus routes within the PJA. Casa del Marino Seafarer's House, a private charitable agency located within the PJA, provides free shuttle service for ship employees.

d. *Safety.* Pleasure boating is growing in popularity every year. The U.S. Coast Guard estimated the total number of recreational boats in 1961 at 5.85 million. This number has grown to a current estimate of more than 20 million pleasure boats.

As more and more boats continue to cruise Broward County's navigable waterways for recreation and commerce, safe boating becomes increasingly important to prevent crashes, injury and death. The U.S. Coast Guard national statistics show that there are approximately 7,000 boating crashes reported each year, which results in over 700 fatalities and over $20 million in property damage. Florida currently leads the nation in boating crashes, injuries and fatalities. Some of the major causes of boat accidents include drunk driving, excessive speeds, and congested waterways.

The Florida Marine Patrol and the Florida Game and Fresh Water Fish Commission are empowered to make sure that the operators of the over 771,000 motorized vessels currently registered in Florida obey all the laws that keep the waterways safe.

The safety of Broward County's waterways and Port Everglades is addressed in **Policy 3.1.4.** This broad based Policy addresses waterway safety by limiting boat speeds, maintaining County-owned boat ramps, assessing the manatee protection plan, and implementing the flotilla plan in the event of a hurricane. Port Everglades safety is addressed through such actions as channel dredging, adequate roadways, coordinating Port improvements with the Airport and with municipal issued development permits and orders, and protecting the Port from incompatible land uses.

During a hurricane, the proper movement and storage of boats is vital. A "flotilla" plan has been established and implemented for such an occasion. **Subpolicy 3.1.4.8.** calls for the Broward County Emergency Management Division to continue to implement this plan.

Subpolicy 3.1.4.11 addresses safety at Port Everglades through the maintenance of various safety plans, including the Hurricane Plan, Terminal Preplan, Search and Rescue Plan, Mass Casualty Plan, Water Rescue Plan, and Operational Plan.

Hurricane Plan. The Port Everglades Hurricane Plan (Port Everglades Hurricane Procedure & General Disaster Plan and Continuity of Operations Manual) is designed to provide effective mitigation and recovery activities provided by Port employees. Additionally the plan addresses the coordination of client activities to ensure a safe working environment during and after a storm.

Terminal Preplan. This plan is designed to assist emergency responders'activities in petroleum terminals in the event of a fire or accidential release of product.

Search and Rescue Plan. This plan is designed to assist with the search and recovery of individuals in the event of a catastrophic accident or disaster.

Mass Casualty Plan. This plan is designed to provide an organizational tool for the management of large scale emergency incidents involving large numbers of patients and victims.

Water Rescue Plan. This plan is designed to provide an organizational tool to assist with emergencies involving incidents on water, such as plane crashes and boating accidents.

Operational Plans. This is part of Port Everglades "Standard Operating Guidelines that address response to emergencies of all types.

7. Airports and related facilities and services. Airports are an integral part of the County's multi-modal transportation network. They provide access to local, state, national, and international markets, and generate economic activity. Civil aviation activities can be subdivided into passenger air carrier, air cargo, and general aviation facilities.

a. Airports and related facilities. Broward County owns, operates, or has jurisdiction over two (2) airports: Fort Lauderdale-Hollywood International Airport (FLL) and North Perry Airport (HWO). Other airport facilities are inventoried.

1) Fort Lauderdale-Hollywood International Airport. FLL is a regional facility that serves international and domestic air carriers, and attracts passengers from Broward, north Miami-Dade and south/central Palm Beach counties. Broward County owns and operates the airport. It occupies a site of 1,718 acres in the southeastern part of the county, located south of I- 595, some two miles west of the coastline. The airport's land is primarily in unincorporated Broward County. The airport is accessible by roadway (from I-95 and I-595, Griffin Road and US Route 1),

by Tri-Rail and by a Broward County BCT bus route. Map 3-3 shows the highways surrounding FLL, as well as points of ingress and egress.

Airfield. Table 3-29 shows the FLL airfield consists of three active runways and supporting taxiways and taxilanes. The primary air carrier runway, cross wind runway and supporting taxiways are designed to accommodate air carrier aircraft, whereas the south runway is an utility runway, designed for use by General Aviation and Commuter aircraft.

Table 3-29
Existing Runways at
Fort Lauderdale-Hollywood International Airport

Description and Orientation	Runway	Length and Width
Primary air carrier runway (east-west parallel)	9L-27R	9,000 feet X 150 feet
Utility runway (east-west parallel)	9R-27L	5,276 feet X 100 feet
Crosswind runway (northwest -southeast)	3-31	6,928 feet X 150 feet

Source: Broward County Aviation Department, 2006.

Terminals and gates. The existing terminal complex includes four (4) terminal building units, with six (6) concourses, divided into enplaning and deplaning levels. The terminals provide facilities to accommodate passengers and their baggage, including ticket counters, passenger waiting areas, baggage claim, baggage handling, concessions, customs and immigration, as well as airline operations space. Table 3-30 shows floor space by square foot and gates in each terminal.

Table 3-30
Existing Terminal Complex at
Fort Lauderdale-Hollywood International Airport

Passenger Terminal Facilities	Square Feet	Gates
Terminal 1 (concourse B and C)	300,000	18
Terminal 2 (concourses)	235,000	9
Terminal 3 (concourse E & F)	343,000	20
Terminal 4 Concourse H	190,000	39
Total	1,068,000	57

Source: Broward County Aviation Department, 2006.

In addition, commuter aircraft parking positions are located on the ramp east of Terminal 3. A 190,000 square foot hardstand, east of Concourse F, was completed in 1998 to provide temporary capacity for five aircraft parking positions, until new terminal facilities are completed.

Parking. A parking garage complex provides 12,000 spaces connected to the terminal buildings. Additional spaces are provided in grade level parking lots (including Tower lot that is used for seasonal parking). Free shuttle bus services connect these lots to the terminals. Valet parking service also is available.

Circulation. The Terminal Complex encompasses separated one-way ramps leading to and from US1 and ramps from I-595. Entrance and exit provisions include two-lane routes designed to accommodate both northbound and southbound traffic. The inbound and outbound ramps are four lanes wide and are connected to a three-lane roadway serving the entire terminal area. This terminal access road leads to individual terminal curb-fronts and public parking facilities. In addition, Perimeter Road, a two-lane private road, circles the airport to provide traffic circulation for airport tenants outside of the terminal areas.

Air Cargo. Existing facilities for air cargo activities cover 33.5 acres including buildings for air freight operations and warehousing. The two existing air cargo buildings, which total 27,750 square feet, are being replaced with a new 35,000 square footstructure.

Airport Support. The operation of the airport is dependent on a number of services that can be classified as airport/airline support services; these include: navigation facilities, airfield maintenance areas, fuel farm, flight kitchens, employee parking rental car services, airfield rescue and fire fighting station, hangars and maintenance facilities. At FLL, some 94.5 acres are devoted to airport/airline support uses.

2) North Perry Airport. North Perry Airport's (HWO) primary function is to provide an alternative to FLL for small aircraft and training operations. It encompasses 528 acres of land, of which, about 293 acres are reserved for the airfield and 196 acres are used for aviation related purposes. The City of Pembroke Pines has local land use authority within the airport subject to the Broward County Land Use Plan. HWO is accessible from Pembroke Road (State Road 820), Pines Boulevard (County Highway 824) and University Drive (State Road 817), as shown in Map 3-3. Broward County Transit provides bus services along all three routes.

Airfield. HWO provides service to aircraft with a maximum gross weight of 12,500 pounds or less, which accommodates approximately 95 percent of the general aviation fleet. The HWO airfield consists of two (2) sets of parallel runways and eight (8) taxiways. Table 3-31 displays HWO runway data. The separation between runways meets FAA design criteria for aircraft with wingspans less than 49 feet. In 1995, 364 aircraft were based at North Perry. Airport facilities include 282 Tie-downs, 109 T-hangars and 20 T-ports for aircraft parking, plus 14 maintenance hangars. Three (3) fixed base operators (FBOs) provide maintenance, fuel and other services at the airport.

Table 3-31
Existing Runways at
North Perry Airport

Description and Orientation	Runway	Length and Width
east-west	9L-27R	3,242 X 100 feet
east-west	9R-27L	3,255 X 100 feet
north-south	18L-36R	3,260 X 100 feet
north-south	18R-36L	3,350 X 100 feet

Source: North Perry Airport Layout Plan, Broward County Aviation Department, 2006.

Other general aviation airports. Fort Lauderdale Executive Airport (FXE) and the Pompano Beach Airpark (PMP) are located in, owned and operated by the City of Fort Lauderdale and City of Pompano Beach, respectively. These facilities are shown on TE Map Series Map 3-3. Table 3-32 displays various characteristics for all of Broward County's general aviation airports.

Table 3-32
General Aviation Airports in Broward County 2005

Airport	Airport Service Level	Airport Role	Total based aircrafts 2005	Operations in 1000	Runways
FXE	Reliever to FLL	Transport	838	231	2
PMP	General Aviation	General Utility	195	36	
FLL1	Commercial Service	Passenger Transport	129	34	3
HWO	Reliever to FLL	Basic Utility	352	175	4

Note: [1] General Aviation only
Sources: Operations & based aircraft: Broward County Aviation Department records, FXE airport management records, and FAA.

Other General Aviation facilities. Table 3-33 displays Broward County other general aviation facilities, which including heliports, helistops, and private airfields.

Table 3-33
General Aviation Facilities (not located at airports), Broward County

Type	Owner	Location
Heliports	City of Fort Lauderdale	Fort Lauderdale
	Thunderbird Flea Market	Fort Lauderdale
	Road Rock Inc.	Fort Lauderdale
	City of Fort Lauderdale Parking Garage	Fort Lauderdale
Helistops	Broward General Medical Center	Fort Lauderdale
	Memorial Regional Hospital	Hollywood
	Memorial Hospital West	Pembroke Pines
	North Broward Medical Center	Pompano Beach
	Westside Regional Medical Center	Plantation
	Broward Sheriff's Office	Fort Lauderdale
	Las Olas Center	Fort Lauderdale
Airstrip	MacIvor and Friends Airstrip (2,620 foot long - private)	Southwest Ranches Area

Source: Florida Department of Transportation records, 2006.

b. *Airport services.* These include passenger air carrier services, air cargo services, and general aviation services.

Passenger Air Carrier Services. FLL is considered an origin/destination airport and is classified as a medium hub airport by the Federal Aviation Administration (FAA). Origin/destination passengers are those who begin or end their air trips at FLL, rather than taking round trip flights. In 2005, over 22 million air passengers arrived at and departed from the FLL. In 2005, FLL was ranked 24th among North American airports, based on the number of passengers. Currently, twenty scheduled airlines, four commuter airlines and nine charter

operators provide service at FLL. Non-stop passenger service is provided to Europe, Canada, Bahamas, and Caribbean destinations, as well as over 30 municipalities in the U.S.

FLL has experienced significant growth in recent years as shown by increases in aircraft operations and passenger enplanements.

General aviation services. General Aviation is an important component of the air transportation system and accommodates business aircraft, flight training, personal flying, and commercial flying (photography, traffic control, mosquito control, banner towing etc.). Fort Lauderdale Executive and North Perry Airports have been designated by the FAA as reliever airports to provide alternate landing areas for aircraft to reduce congestion at FLL. Aircraft using North Perry are subject to a 12,500 pounds maximum gross weight restriction, which precludes most jet traffic.

General Aviation airport activity levels can be expressed in terms of based aircraft (those that lease aircraft parking spaces at an airport) and aircraft operations.

c. Safety. A runway protection zone (RPZ, formerly called clear zone) is an area located at the end of a runway to enhance the protection of adjacent land uses. Broward County has acquired the majority of the land within the six RPZs at FLL, as well as land in the approach and transition zones for Runway 27L. Much of this land was previously in private ownership and had been developed for residential and commercial uses that were not compatible with airport operations.

Broward County Aviation Department conducts regular surveys for obstructions that affect the airspace in the approach surfaces at FLL, as defined by Federal Aviation Regulations (FAR) Part 77. The Department is active in trimming and removing potential vegetation obstructions. Fixed objects, such as buildings, light poles, and cellular towers are marked with obstruction lights as required by the FAA.

Broward County also has adopted an Airport Zoning Ordinance that provides for protection of airspace in unincorporated Broward County. Tall structures, such as cellular towers, buildings and cranes can penetrate the airspace surrounding an airport and affect the operations of the airport. This Ordinance enables the County to control tall structure construction in unincorporated areas that would impact aviation capacity around County-owned airports. Chapter 333 Florida Statutes governs airspace in municipalities where no airport zoning ordinance has been adopted. **Policy 3.1.5**. addresses programs that will maintain and improve safety at FLL.

8. Railway network. The railway network facilities consist of railway lines, signals, and terminals. Railway network services are provided for freight and passenger movement. These facilities and services are discussed below.

a. *Facilities.* Map 3-3 illustrates that Broward County has two (2) north-south railway corridors that extend into Miami-Dade and Palm Beach counties. The Florida East Coast (FEC) Railway, whose railroad was constructed by Henry M. Flagler, began operations in Broward County in 1896. Currently, the FEC is used to transport freight, but not passengers, although a study is under way to address the possibility of passenger operations in the FEC corridor. Throughout Broward County, the FEC railway corridor generally runs parallel to and east of Dixie Highway. The railway right-of-way corridor is approximately 100 feet wide throughout its length and is single-tracked. A single-track spur line, approximately 1.5 miles long, connects it to the South Florida Rail Corridor at NW 3th Street in Pompano Beach just west of the Pompano Beach Airport. Another 1.5 mile spur line serves Port Everglades and runs from the FEC north of Fort Lauderdale-Hollywood International Airport to the Port.

The signal system and main dispatching center is located in Saint Augustine. All 349 miles of main line is under centralized traffic control. On the main are 25 passing sidings, 16 hotbox detectors and five (5) remote-control drawbridges, which have sirens and scoreboard-like countdown displays to warn pleasure boaters when a bridge will close. An example of a bridge with such a device is the bridge over the New River, just west of Andrews Avenue. The south end of the FEC operates out of Hialeah Yard, in Miami-Dade County. The Fort Lauderdale yard originates or terminates or both, four (4) scheduled trains on an average day.

The FEC Railway operates a trailer-on-flat-car (TOFC) and container-on-flat-car (COFC) rail facility, which is located at SW 33rd Street, west of Andrews Avenue.

Port Everglades is served by an internal railroad network which is owned by the Port and maintained by the FEC Railway. Rail service accesses Port Everglades along Eller Drive and then turns north to the west of SE 14th Avenue, branching to several spurs to the east. These spurs are no longer operational.

The State of Florida, through the FDOT, owns the South Florida Rail Corridor (SFRC), an 81 mile former CSX Transportation (CSXT) railway between Mangonia Park and Hialeah. Located parallel to and west of I-95, the SFRC right-of-way is approximately 100 feet wide throughout the County and is predominately single tracked. The SFRC is used to transport passengers and freight. Map 3-3 and Table 3-34 shows the SFRC passenger terminals. A second track has been constructed from Pompano Beach at MP 1003.53 to Broward Boulevard at MP 1012.15 and construction continues to extend this second track throughout Broward County. SFRC maintenance and operations are accomplished through a contractual arrangement between CSXT and the FDOT. Broward County supports the double-tracking of the rail corridor through **Policy 3.2.6.**, which addresses a convenient railway network.

Table 3-34
SFRC Passenger Terminal and Parking Data

Rail Station	Passenger Rail Provider	Parking Spaces
Deerfield Beach	Amtrak & Tri-Rail	100
Pompano Beach	Tri-Rail	80
Cypress Creek	Tri-Rail	750
Broward Boulevard	Amtrak & Tri-Rail	750
Fort Lauderdale Airport	Tri-Rail	30
Sheridan Street	Tri-Rail	750
Hollywood Boulevard	Amtrak & Tri-Rail	114
Total: Seven (7)	3 Amtrak/7 Tri-Rail	2574

Source: Transit Development Plan, Update, Tri-County Commuter Rail Authority, 2005.

The signal system, installed more than 50 years ago, was originally designed for the exclusive use of freight operations; however, the 1996 Florida Rail System Plan reports criteria for a new signal system has been developed. Signal system improvements, as well as other factors, are addressed **Policy 3.3.6.** as a means of improving the energy-efficiency of the railway network.

b. *Services.* The FEC Railway, as its name implies, operates along Florida's east coast, with its main line running from Jacksonville to Miami. The carrier's 442 route miles are completely within the State and is the second largest railroad in Florida. In addition to the main track, the FEC Railway operates a branch from Fort Pierce to Palm Beach County's Lake Harbor.

The FEC railway presently carries only freight. Major commodities handled include nonmetallic minerals (primarily crushed stone and phosphate rock) and various commodities moved in containers and trailers. The FEC railway connects to the SFRC railway in Pompano Beach. Between 20 and 25 daily trains are operated on weekdays, mostly at night. On weekends, approximately 10 daylight trains are operated.

The SFRC is served by four (4) entities: CSXT, Amtrak, Tri-Rail, and First American Railways, Inc. As many as 12 freight and 36 passenger trains (commuter and intercity) operate within the SFRC daily.

CSXT is a combination of the former Seaboard System and Chessie System. The CSXT operates approximately 19,000 route miles and serves 20 states, the District of Columbia and one Canadian province. As Florida's largest railroad, it operates 1,752 route miles in Florida, covering virtually the entire State. In addition to the 1,621 miles it owns, it also operates over the SFRC and over the Georgia and Florida Railroad. Major Florida commodities handled are nonmetallic minerals (primarily crushed stone and phosphate rock), chemicals and allied products (primarily chemically treated phosphate rock), and coal.

Amtrak, which began operations in 1971, continues to provide conventional intercity rail passenger service. Presently, four (4) distinct services are provided. Three (3) conventional Amtrak trains are operated daily in either direction between Florida and the Northeast (Silver Meteor, Silver Star, and Silver Palm). Additionally, a fourth conventional passenger train (Sunset Limited) operates on a tri-weekly basis between Sanford, Florida and Los Angeles, California.

On July 1, 2003, legislation passed by the Florida Senate and House of Representatives and signed by Governor Jeb Bush, transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (SFRTA.) The new Authority was created with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The SFRTA's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

SFRTA operates a seventy-two (72) mile commuter rail system (Tri-Rail), as well as the shuttle bus system. The SFRTA covers three Counties, Palm Beach, Broward and Miami-Dade, along the southeastern coast of Florida. The system consists of eighteen (18) stations between Mangonia Park north of West Palm Beach to Miami International airport in the south. The rail right-of-way lies immediately adjacent to I-95, from Mangonia Park to the Golden Glades Interchange in Miami-Dade, at which point the rail line curves to the southwest to a point that is four miles of I-95. The line, which was originally single track with extensive sidings, was recently double tracked under a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA). The Double Track Corridor Improvement Program called for reconstruction along 72 miles of the South Florida Rail Corridor and a second mainline track parallel to the existing track. The program was subdivided into five segments.

SFRTA's service is provided by a fleet of 12 diesel-electric locomotives, 11 bi-level cab cars and 15 bi-level coaches. The standard train operates in a push-pull configuration, with a

diesel locomotive on the south end, two coach cars and a cab car. Locomotive controls are located in the cab car allowing the locomotive to push the train in the northward direction. The average running speed is 39 miles per hour and station spacing ranges from 1.2 to 7.6 miles. The trains operate on a weekday clock-face schedule, meaning that trains arrive at a station at the same time each hour and some 20 and 30 minutes service between the hourly times. With the completion of the New River Bridge, Tri-Rail begin operating 48 trains on weekdays, 16 trains on Saturdays and 14 trains on Sundays and holidays. Additional trains are occasionally provided for special events.

Operation of the trains and maintenance of the trains are accomplished by the SFRTA through a contracted services arrangement. Under the Operating and Management Agreement – Phase A between CSXT and FDOT, CSXT provides maintenance of the track, bridges, buildings, signal system and dispatches all trains using the line, including CSXT's own freight trains and long distance Amtrak trains. Contracts with private vendors cover train station maintenance and security services. Ticket sales are provided by SFRTA employees as ticket agents and ticket vending machines which are maintained by SFRTA. SFRTA provides marketing, advertising and customer information services. The SFRTA's administrative office is located at 800 N.W. 33rd Street, Suite 100, Pompano Beach, FL 33064.

Despite the construction on the SFRTA tracks, ridership has grown by over 25% during the last five years. Table 3-35 shows the five-year increase in boarding's.

Table 3-35
Growth in Boarding's

County	2000 Daily Boarding's	2004 Daily Boarding's	% Growth
Palm Beach	3,066	4,007	30.7%
Broward	2,468	3,107	25.9%
Miami Dade	1,975	2,378	20.4%
	7,509	9,492	26.4%

Source: South Florida Regional Transportation Authority Transit Development Plan, FY 2006-2010, Table 1, South Florida Regional Transportation Authority, (2006).

c. S*afety.* Several high-profile rail-related incidences have brought rail safety to the forefront of public attention. The National Safety Council indicates rail passenger travel remains the safest means of surface transportation as evidenced by an accident-death rate of 0.04/100,000,000 passenger miles (33 times safer than travel by the automobile).

Rail safety is primarily at issue when a roadway has an at-grade crossing with a railway. Strategies used to mitigate at-grade crossing incidences include enhancing crossing warning devices, closing unnecessary crossings, requiring all new crossings to be grade separated, and public education efforts.

The Federal Railroad Administration (FRA) has undertaken several national initiatives with the goal of reducing at-grade crossing crashes and fatalities by 50 percent by the year 2000. One of these initiatives is to reduce the number of at-grade crossings by 25 percent nationwide through grade separation or crossing closure.

Existing at grade crossings are unavoidable in the densely populated SFRC because of the urban setting and prohibitive costs of grade separation. FDOT plans to provide maximum crossing protection in the corridor using four-quadrant gate systems or median separators. These two treatment types are designed to prevent vehicles from going around the crossing gates and intruding in the crossing area. The possibility of auto-train collisions should be drastically reduced with these precautions, thus allowing for increased train speeds through the corridor while reducing risk to passengers.

The implementation of a radio system to link event recorders at each signalized grade crossing and track control point with the CSXT Control Center in Jacksonville has been added to the Six-Year Plan. These links will facilitate a quicker response time for signal repairs in the event of a malfunction, which will enhance the critical operating capacity of the entire system, increase driver confidence in existing signal systems, and help to maximize the safety potential of the signal systems currently employed along the entire SFRC.

To address future crossings, FDOT now requires that all new SFRC crossings be grade separated. Outside of the SFRC, FDOT supports the federal initiative to reduce the number of at-grade crossings by opposing new crossings through the Florida Administrative Rule process. Further, FDOT, through its active participation in public awareness programs, strives to educate the motoring public of the dangers associated with rail-highway crossings. FDOT also has initiated a Rail-Highway Crossing Corridor Safety Improvement Program to enhance crossing warning devices and to close unnecessary crossings on key rail corridors. Statewide, 230 crossings were targeted for improved warning devices and 68 crossings were identified for closure.

Although Broward County has little jurisdiction over railroad operations and, therefore, railroad safety **Policy 3.1.6** does address railroad safety. The policy generally provides support for FDOT's implementation of various safety related programs, such as the expedited implementation of the enhanced crossing warning device program, the closure of unnecessary at-grade crossings, the requirement that new crossings be grade separated, and public education and awareness programs.

9. **Intermodal terminals and access to intermodal facilities.** An intermodal facility is a facility designed to relate to two or more modes of transportation using single or closely related transportation facility , service and safety. FDOT's Corridor Management Procedure defines it as the provision of connections between different transportation modes, such as adequate highways to ports or bus feeder services to rail transit, individual modes working together to provide the user with the best choices of services. For purposes of the Transportation Element and Support Document, intermodal facilities are categorized as either passenger intermodal facilities (Map 3-3a) or freight and goods intermodal facilities (Map 3-3b).

a. Facilities. Intermodal facilities include intermodal facilities of state significance, terminals, connections, high-occupancy vehicle (HOV) lanes, and park-and-ride facilities.

Intermodal Facilities of State Significance. FDOT has established an Intermodal System of Statewide Significance. Intermodal Facilities of Statewide Significance are eligible for the annual Florida Intermodal Program Development Program - Discretionary Funding in accordance with Section 341.053, Florida Statutes. Table 3-36 identifies the intermodal facilities of state significance in Broward County by type and primary mode.

Table 3-36
Intermodal Facilities of State Significance

Intermodal Facility	Type	Primary Mode
Fort Lauderdale Hollywood Int. Airport	Freight and Passenger	Airport
Port Everglades	Freight and Passenger	Seaport
CSX Transportation	Freight	Rail
Florida East Coast Railway	Freight	Rail
CSX Bulk Intermodal Distribution Services	Freight	Rail
Parsec's TOFC/COFC intermodal yard	Freight	Rail
Tri-Rail Service	Passenger	Rail
Amtrak	Passenger	Rail
Broward County Division of Mass Transit	Passenger	Bus
Greyhound	Passenger	Bus
Goal Coast Commuter Services	Passenger	Car

Intermodal Facility	Type	Primary Mode
Total: 11 Intermodal Facilities	6 Freight/7 Passenger	

Source: Planning Services Division, 2006.

Terminals. Freight intermodal terminals include TOFC (trailer on flat car) and COFC (container on flat car) facilities, bulk facilities, and team track facilities. Passenger intermodal facilities include the Tri-Rail and Amtrak terminals.
Railway-highway intermodal terminals were once more common when the focus was on the movement of TOFC and only a ramp was needed for loading and unloading. A combination of greater use of containers, requiring more investment in loading equipment, and overall operating efficiency, has led to the creation of hub centers consolidating many former facilities. Further, the advent of the double-stack car and its cost savings has spurred the use of containers and the number of containers in intermodal movements surpassed the number of trailers for the first time in 1992.

The FEC Railway operates a TOFC/COFC intermodal rail facility, which is located approximately 1.5 miles west of the Port Jurisdictional Area. This intermodal rail terminal facilitates the transfer of cargo containers and trailers between the rail network and the road (i.e., trailers hitched to truck) and waterway networks (i.e., container cargo and trailers are transferred by tractors between the FEC and Port Everglades' cargo ships).

Another form of intermodal terminal used by the railroads is the bulk transfer facility. These facilities permit the transfer of bulk materials between railcars and trucks for those businesses which do not have direct rail service. There are 15 bulk transfer facilities located throughout Florida. Broward County's bulk transfer facility is located in the industrial area just south of the Broward Boulevard Tri-Rail station.

Team track facilities are public tracks with varying amounts of space to transfer freight between rail cars and trucks. The name is a holdover from the days wagons pulled by teams of horses were used instead of trucks. No data is available on the extent of these facilities throughout Broward County.

Intermodal passenger terminals include six (6) of the seven (7) Tri-Rail stations. These are the Broward Boulevard, Cypress Creek, Pompano Beach, Fort Lauderdale Airport, Sheridan Street, and Deerfield Beach Terminals. The Broward Boulevard passenger terminal not only provides access between Tri-Rail and Amtrak, but provides intermodal access to public transit through Broward County Transit (BCT) Routes 22 and 87 and the Urban Shuttle. Route 22 primarily travels along Broward Boulevard and connects the Broward Central Bus Terminal in downtown Fort Lauderdale to Sawgrass Mills in the City of Sunrise. Route 87 is a park-and-ride route that connects the Coral Springs Mall to the Broward County Courthouse. The Broward Urban Shuttle provides free bus services to all residents in the area bounded by Sunrise Boulevard to the north, NW 27th Avenue to the east, Davie Boulevard to

the south, and SR 7/Lauderhill Mall to the west. Services are available Monday through Friday from 9:30am to 2:30pm.

The Cypress Creek, Pompano Beach, Fort Lauderdale Airport, and Sheridan Street passenger terminals are served both by feeder bus service and fixed route bus service. The Cypress Creek passenger terminal is serviced by BCT fixed Routes 60 and 62. Route 60 travels along Andrews Avenue and, north of Race Track Road, along Dixie Highway and connects the Broward Central Bus Terminal in downtown Fort Lauderdale to Ward City (2nd Street area) in the City of Pompano Beach. Route 62 travels primarily along Cypress Creek Road (NW 62nd Street) and connects Galt Ocean Mile to the Coral Square Mall on Atlantic Boulevard and University Drive. The Fort Lauderdale Airport passenger terminal is served by Route 1, which travels along Federal Highway (US 1) and connects the Aventura Mall in Miami-Dade County to the Broward Central Bus Terminal. The Sheridan Street passenger terminal is served by Route 12, which connects the West Regional Bus Terminal in the City of Plantation to Westlake Park, a regional County park located in the City of Hollywood. The primary traveled roadways on Route 12 are Sheridan Street, Davie Road extension, and University Drive.

The Deerfield Beach passenger terminal services both Tri-Rail and Amtrak, and is served by a feeder bus route, but not a fixed bus route.

Of the seven (7) Tri-Rail passenger terminals, only the Hollywood Boulevard terminal does not qualify as an intermodal facility. This is because neither feeder nor fixed bus routes directly service the passenger terminal; instead, service is provided through a bus stop on Hollywood Boulevard.

Of Broward County's two public transit passenger terminals, only the West Regional BCT terminal qualifies as an intermodal facility. The West Regional terminal has a park-and-ride facility, but the BCT downtown passenger terminal does not.

Connections. Connections refer to the access or link between transportation nodes, such as between an airport and a seaport. It is the efficiency and effectiveness of this linkage that determines the quality of intermodal transportation. The ease of interconnections between modes can have a significant impact upon the economy of a company, industry, state, region, and nation. The benefits of intermodal connections include lowered transportation costs, increased economic productivity and efficiency, reduced congestion, increased return from private and public infrastructure investments, improved mobility, and reduced energy consumption. Intermodal connections can include facilities, such as roadways, railways and waterways, or services, such as bus and taxi services. These facilities and services can be further classified as freight or passenger. This section addresses both connection facilities and connection services.

1) Connection facilities. This subsection focuses on the connections to and from the County's major transportation hubs, that is, Port Everglades and Fort Lauderdale-Hollywood International Airport. The connections addressed include the roadway, railway, and waterway network.

Port Everglades has four connections to the roadway network. The primary connection is I-595, which terminates at the PJA and connects with Eller Drive, a local 4-lane internal roadway. The intersections of Spangler Boulevard at US 1 and Eisenhower Boulevard at the SE 17th Street Causeway provide additional connections to the roadway network. The final connection is via an exit along the northbound lane of US1, just south of the US1/I-595 interchange. These roadways provide Port Everglades with intermodal connections for both freight and passengers.

Port Everglades is connected to the railway network through a 1.5-mile FEC Railway spur line that runs from the Port and along the north side of the Fort Lauderdale-Hollywood International Airport to Parsec's TOFC and COFC intermodal rail facility. This spur line, however, provides connection only for freight.

Port Everglades connection to the waterway is through the ocean entrance channel. The distance from the ocean entrance of the channel to the main turning basin is approximately 1.2 nautical miles, which allows ships to dock within a one hour travel time from the ocean.

Port Everglades freight terminals are located in all three areas of the Port: Northport, Midport, and Southport. Northport and Midport both contain the Port's liquid bulk (petroleum) terminals. The Port's, dry bulk (cement) facilities are located in Midport, which also accommodates break bulk and some container operations. South port is the Port's designated container facility, however, with a number of individually operated terminals. The Midport container terminal is served by a Gottwald mobile harbor crane and a Paceco gantry crane with a 50-ton capacity. Southport is served by seven Samsung post-Panamax, 40-long ton, low-profile shuttle boom cranes and three berth Ro/Ro terminals. Berth 33A serves both Ro/Ro and Lo/Lo cargo.

Port Everglades' cruise passenger terminals are located in Northport and Midport. Northport has three cruise passenger terminals and Midport has nine.

The Fort Lauderdale-Hollywood International Airport has four connections to the roadway network. Those connections are discussed under airports and related facilities and services.

The Fort Lauderdale-Hollywood International Airport has no connection facilities to the navigable waterways or Port Everglades waters. To facilitate the transport of cruise passengers between the Airport and the Port, the Port Everglades Department

and the Broward County Aviation Department in conjunction with the Florida Department of Transportation (FDOT), jointly conducted a Project Development & Environment Study for the Broward County Intermodal Center and Automated People Mover (APM) system, followed by an Environmental Assessment, which is 95 percent complete. A public hearing of the Environmental Assessment was held in June 2009; but, since August 2009, the process has been on hold, pending development of a complete funding plan. Once potential funding is identified, the county and FDOT may restart the process and proceed to obtain a Finding of No Significant Impact, which would then allow the county to seek federal funds for the project.

2) Connection services. Port Everglades' connection service includes tractors that transfer cargo containers and trailers from the Port to Parsec's TOFC/COFC intermodal freight facility.

The Fort Lauderdale-Hollywood International Airport is connected to the Tri-Rail Airport passenger terminal through a shuttle service and to Port Everglades through private buses provided by cruise lines to transport cruise passengers between the Airport and Port Everglades.

High occupancy vehicle (HOV) facilities. HOV facilities are designated for exclusive use by specified HOV vehicles (minimum 2 passengers per vehicle) and all other vehicles are expressly prohibited. The purposes of HOV lanes are to make the most of person-moving capabilities along a corridor and to provide sufficient capacity to meet future transportation demands. One way this can be accomplished is by increasing the occupancy of the vehicles traveling on the corridor. Preferential treatment for high occupancy vehicles (HOVs) is intended to encourage the driving public to change from low to high occupancy vehicles. These high occupancy vehicles include buses, vanpools, carpools, and special vehicles for the handicapped. Multimodal interchange facilities, such as park-and-ride or ride-sharing lots, will also facilitate this mode shift.

Broward County's HOV lanes are concurrent flow HOV lanes, which are added for exclusive use next to the median divider of I-95. The total length is approximately 28.74 centerline miles, extending from the Miami-Dade County line to the Palm Beach County line. Presently, the restricted hours for the HOV lanes on I-95 are from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday thru Friday.

In conjunction with the HOV lanes, entry ramps were constructed at I-95 and Broward Boulevard. These ramps eliminate the several lane-change maneuvers required when using the HOV lanes from the typical right-side ramp configuration.

Park-and-ride lots. As its name implies, a park-and-ride facility provides parking spaces for motorists in the middle of their journey. The motorists ride public transportation or carpool

to work from the park-and-ride facility. Park-and-ride facilities have been built to encourage carpooling and the use of express bus service.

The park-and-ride lot located at Broward Boulevard and I-95 has a capacity of 750 spaces. It has been used mostly by Tri-Rail riders rather than by the originally conceived users, the carpoolers.

b. *Intermodal services.* Intermodal services include passenger and cargo services.

c. Safety. A safety issue has been raised with the use of HOV facilities. Many single-occupancy drivers are illegally using the HOV lanes during the rush or peak hours. When a law enforcement officer is spotted, the illegal HOV user begins to merge into a non-HOV lane, and on occasion, causes an accident. No data is available, however, on the extent of this problem. Broward County addressES the safety, convenience and energy efficiency of intermodal facilities through **Policies 3.1.8.**, **3.2.8.**, and **3.3.8.** respectively. Intermodal safety may be addressed through encouraging crime prevention through environmental design (CPTED) techniques and station improvements, and convenience may be addressed through the proposed airport-seaport connector.

B. Transportation level of service (LOS) standard. Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other transportation facilities, such as bikeways and airports, are optional. Broward County applies transportation LOS standards through its Concurrency Management System only to roadways and public transit.

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

a. Florida Intrastate Highway System (FIHS) of the Strategic Intermodal System (SIS) . Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the Strategic Intermodal System's Florida Intrastate Highway System (FIHS). Table 3-37 provides the generalized two-way peak hour volumes for these SIS / FIHS roadways. It is based on a LOS D standard for urbanized areas with population over 500,000.

Table 3-37
Generalized Peak Hour Volumes, LOS "D"
Urban Principal Arterials (Limited Access)

ROADWAY	LINK	TWO-WAY PEAK HOUR VOLUMES	Lanes
I - 75	Broward / Miami-Dade County Line to Sawgrass Xway	3,420	8
I -75	Sawgrass Xway to US 27	9,840	6
Sawgrass Xway	SR 84 to Atlantic Blvd	9,840	6
Sawgrass Xway	Atlantic Blvd to Powerline Rd	6,250	4
I - 95	Broward / Miami-Dade County Line to – Commercial Blvd	16,980	10
I - 95	Commercial Blvd to Broward / Palm Beach County Line	3,420	10
HEFT	Broward / Miami-Dade County Line to FTPK	6,250	4
FTPK	Broward / Miami-Dade County Line to Broward / Palm Beach County Line	10,050	6
I - 595	I-to University Drive	9,840	6
I - 595	University Drive to FTPK	3,420	8
I - 595	FTPK to SR 7	9,840	6
I - 595	SR 7 to US 1	3,420	8

Source: Quality/Level of Service Handbook, Table 4-4 DOT, 2002.

There are two SIS / FIHS roadways that are in rural areas of Broward County: US 27 from I – 75 to the Broward / Palm Beach County line and I-75 from US 27 to the Broward / Collier County line. The LOS standard for these two roadways is B, according to FDOT's Quality/Level of Service Handbook Table 6-1. Broward County addresses the SIS / FIHS LOS standard through **Policy 3.4.2.**

b. *Other non-local and non-municipal roadways.* Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt adequate LOS standards for local roads. Broward County proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in Table 3-38. In the 1989 Traffic Circulation Element, the roadway LOS "D" standard was measured by the average annual daily traffic (AADT) volumes; however, state law now requires the LOS standard be measured by peak-hour

volumes. Broward County will continue to use the LOS "D" standard as the roadway concurrency standard. Broward County is using the two-way peak hour volumes instead of the directional peak hour volumes to be consistent with FDOT who also uses two-way peak hour volumes.

Table 3-38
Generalized Peak Hour Two-Way "LOS D" Volumes for Florida's Urbanized Areas

Lanes	2-lane Undiv.	4-lane Div.	6-lane Div.	8-lane Div.	10 Div.	12 lanes
State 2-way Arterials Uninterrupted Flow	1,720	5,870	8,810	---	---	---
Interrupted Flow Class I (0 to 1.99)	1,560	3,390	5,080	6,440	---	---
Interrupted Flow Class I (2.00 to 4.50)	1,460	3,110	4,680	6,060	---	---
Interrupted Flow Class III	1,200	2,750	4,240	5,580	---	---
Interrupted Flow Class IV	1,310	2,880	4,350	5,690	---	---
Freeways, Group 1	---	6,510	10,050	3,600	17,160	20,710
Freeways, Group 2	---	6,250	9,840	3,420	16,980	20,560
Non-State Roadways Major City/County Rd	1,390	2,950	4,450	---	---	---
Other Signalized Rds.	950	2,070	---	---	---	---

Source: Quality/Level of Service Handbook, Table 4-4, Florida DOT, 2002.

Subpolicy 3.4.3.2. addresses the LOS standard for non-SIS / FIHS facilities and transportation facilities functionally classified as a collector road or higher, excluding expressways. **Subpolicy 3.4.2.1.** addresses how Broward County will implement the two-way peak-hour LOS standard.

De minimis impacts. Rule 9J-50055(3)(c)6., FAC, creates a traffic concurrency exception for those developments deemed to have a de minimis impact, provided all conditions must be met to qualify. Previous use of a "de minimis" exception to concurrency has been based on

the idea that it was too burdensome for a very small project to satisfy concurrency requirements, and that there were few mitigation measures of a scale suitable for very small impacts. Within the designated Transportation Concurrency Management Areas, this rationale is no longer valid, and the process is made convenient for the applicant. Therefore, no "de minimis" exception is included for these Districts.

Within Standard Concurrency Districts, **Policy 3.4.12.9** provides for a "de minimis" exception for one single family home or duplex, unless the impact would exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

Projects that promote public transportation. Section 163.3164(28), FS, defines public transit facility to include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage of aircraft. **Subpolicy 3.4.12.11.** and **3.4.6.9** addresses this exemption.

Development of Regional Impact. The 1989 Traffic Circulation Element contained an exemption for a development permit issued in accordance with and as authorized by an approved Development of Regional Impact (DRI) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for concurrency. **Subpolicies 3.4.6.2 and 3.4.12.10.** maintain this exemption. In addition, **Policy 3.4.23** contains detailed criteria on how an application for a Development of Regional Impact can satisfy Broward County's regional transportation concurrency requirements.

Florida Quality Development. The 1989 Traffic Circulation Element contained an exemption for a development permit issued in accordance with and as authorized by an approved Florida Quality Development (FQD) development order which order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for concurrency. **Subpolicies 3.4.6.2** and **3.4.12.10** maintain this exemption.

Note: The standard referenced in the above [deleted] paragraph was deleted in the Amendment 04-2-T1, adopted on December 14, 2004.

C. Data and Analysis for Transportation Concurrency**.** Rule 9J-5, F.A.C., requires all plan amendments and their support documents to be based upon data and analysis which is relevant and appropriate to each element. To be based upon data means to react to it in an appropriate way and to the extent necessary indicated by the data available. The data upon which the subject amendment is based includes: Section 163.3180, Florida Statutes; Rule 9J-5.0055, F.A.C; the goals, objectives and policies of the Broward County Comprehensive Plan; the Broward County Land Development Code; the Broward County Transit Development Plan (FY 2008-2012); the Year 2030 Long-Range

Transportation Plan Update (Final Report) of the Broward County MPO; and the Transit Capacity and Quality of Service Manual.

Policy 3.4.1 Broward County shall be divided into Concurrency Districts, as illustrated in Map 3-13 of the Support Documents for this Element. Each District shall be one of the following types:

1. A Transportation Concurrency Management Area shall be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. An areawide level of service standard shall be established for each such District, for the purpose of issuing development orders and permits, based on how mobility will be accomplished within the District.

2. A Multi-Modal Transportation District shall be an area for which the local comprehensive plan assigns secondary priority to vehicle mobility and primary priority to assuring a safe, comfortable and attractive pedestrian environment, with convenient interconnection to transit. Such a District shall incorporate community design features that will reduce the number of automobile trips or vehicle miles of travel and will support an integrated, multimodal transportation system.

3. A Standard Concurrency District shall be an area where roadway improvements are anticipated to be the dominant form of transportation enhancement. A roadway level of service standard shall be established for each such District, based on the peak-hour standard volumes contained in the Florida Department of Transportation Level of Service Manual.

The Transportation Concurrency Management Areas have been renamed for clarity, and are defined as described in Ch. 163.3180 (7), F.S., and in Ch. 9J5.0055(5), F.A.C. The Multimodal Transportation Districts have been renamed for clarity, and are defined as described in Ch. 163.3180 (15), F.S., and in Ch. 9J5.0055(2)(b), F.A.C.

Map 3-13 in the Support Documents of the Transportation Element is the Concurrency District Map.

Consistency With Criteria For Transportation Concurrency Management Areas (from 9J-5.0055(5), Florida Administrative Code, regarding Transportation Concurrency Management Areas)

Designation of each transportation management concurrency area and establishment of areawide level of service standards within such areas must be supported by data and analysis in the local government comprehensive plan support document which:

1. Demonstrate that the transportation concurrency management areas, as

designated, are compatible with and further the various portions and elements of the local comprehensive plan.

The "Consistency" section of this amendment to the Transportation Element demonstrates that the designation of the proposed Transportation Concurrency Management Areas, the adoption of areawide level of service standards within them, and the implementation of a novel concurrency management system to support enhancements to the transportation system, are all compatible with and further Volumes 1 and 2 of the Broward County Comprehensive Plan.

In particular, the connection between the transportation concurrency system , the level of service standards, the Capital Improvement Element, and local land development regulations is consistent with **Policies 8.06.01, 8.06.03, 8.06.04, 8.06.05, 11.01.04**, and **11.0105** of the Broward County Land Use Plan. The emphasis on transit improvements is consistent with **Policies 9.12.08, 9.14.02, 12.01.07,** and **17.02.05** of the Broward County Land Use Plan, as well as **Policies 3.2.2, 3.3.2,** and **3.6.1** of the Transportation Element, and also **Policy 3.1.4** of the Conservation Element. The emphasis on Neighborhood Transit Centers in the Level of Service Standards is consistent with **Policies 12.01.08** and **17.02.05** of the Broward County Land Use Plan, and with **Policy 3.4.2.3** of the Transportation Element. Similarly, the emphasis on transit headways in the LOS Standards is consistent with **Policies 3.4.7.7** and **3.6.1.2** of the Transportation Element. The emphasis on bus shelters in the LOS Standards is consistent with **Policies 3.2.2.8, 3.6.1,** and **3.2.2** of the Transportation Element. The emphasis on increasing transit ridership in the LOS Standards is consistent with **Policy 3.2.3.12** and **Policy 3.3.2.1** of the Transportation Element.

The emphasis in the LOS Standards on the efficiency of the traffic signal system is consistent with **Policies 3.3.1** and **3.4.18.14** of the Transportation Element.

The emphasis in **Policy 3.5.9** on the SIS corridors and connectors is consistent with **Policy 3.4.18** and **Policy 3.3.1** of the Transportation Element.

It should be noted that, consistent with Policies 10.02.02 and 10.02.03 of the Land Use Plan, all of the Regional Activity Centers (RAC) designated in the Broward County Land Use Plan are within Transportation Concurrency Management Areas, as follows:

Town of Davie RAC	South Central District
Fort Lauderdale Central Beach RAC	Eastern Core District
Downtown Fort Lauderdale RAC	Eastern Core District
South Fort Lauderdale RAC	Eastern Core District
Northwest Fort Lauderdale RAC	Central District
Downtown Hollywood RAC	Southeast District
Miramar RAC	South Central District
Arvida/Pompano Park RAC	Northeast District

MainStreet Coconut Creek RAC North Central District

In addition, all of the areas designated under the new categories of Transit Oriented Corridor (TOC), Transit Oriented District (TOD), and Mixed Use Residential (MUR) are located within Transportation Concurrency Management Areas. These include portions of Coral Springs, Dania Beach, Deerfield Beach, Hallandale Beach, Lauderdale Lakes, Lauderhill, Oakland Park, Pembroke Pines, Plantation, Pompano Beach, and West Park.

The fee waiver provision for affordable housing projects, proposed in **Policy 3.4.9**, is consistent with **Policy 1.07.02** of the Land Use Plan and **Policy 8.1.6** of the Housing Element.

The credit provision for transit oriented design of development, proposed in **Policy 3.4.8**, is consistent with **Policy 3.4.7.3** of the Transportation Element.

2. Provide a justification of the size and boundaries of each transportation concurrency management area for consistency with the purpose of this subsection.

Concerning justification for the size of the Transportation Concurrency Management Areas (TCMAs), please see "Justification for Size of Concurrency Districts: in Appendix E-1. Concerning the specific boundaries for each District, they were determined using municipal input and the following criteria:

a. Each District must be a compact geographic area with existing or proposed multiple, viable alternative travel paths or modes available for common trips;

b. Each District should have generally a common level of service (transit or roadway) within it;

c. Each District should be designed to support common goals relating to infill development and/or redevelopment within it;

d. Each District should be designed so that it can have one set of standards established for it;

e. Municipal boundaries should be followed when feasible, if other criteria are satisfied, unless a municipality requested otherwise.

For a map of Districts see map 3-13.

Northeast District: The boundaries to the north (County line) and the east (Atlantic Ocean) leave no discretion. The Turnpike was a reasonable choice for the western boundary, due to its presence as a physical barrier to travel, a demarcation line concerning land use patterns, and a political boundary (Coconut Creek to the west; Pompano Beach

and Deerfield Beach to the east). The southern boundary was chosen at McNab Road partly due to the municipal boundary between Pompano Beach and Fort Lauderdale, and partly because the area to the south is characterized by a predominant east-west movement across the County (see Central District). The most heavily used transportation corridor in the District is Interstate 95, with the Tri-Rail line running parallel to the road. Heavily used transit corridors in the District include Dixie Highway, which is programmed as a major greenway corridor; U.S. Route 1; State Road A-1-A; Powerline Road; and M.L. King, Jr. Blvd.

Although essentially the entire District is developed, coverage analysis showed substantial areas with no transit service within 1/4 mile, and community bus routes only in the northern and eastern portions of the District. The consensus transit priorities, among planners in the District, were for increased coverage, improved headways, and higher quality bus stops.

North Central District: The boundary to the west is the Conservation Area. To the north, the City of Parkland had indicated that they did not want to participate in Transit Oriented Concurrency at this time, so the boundary runs along the Sawgrass Expressway west of State Road 7, and along the County line east of State Road 7. The eastern boundary along the Turnpike coincides with the western boundary of the Northeast District. The southern boundary runs along Commercial Boulevard, which forms the boundary between Tamarac, on the north, and Sunrise and Lauderhill, on the south. At the request of municipal officials, a subdivision known as The Woodlands of approximately one square mile, located west of Florida's Turnpike and south of Commercial Boulevard, was added to the North Central District. The rationale for this change is that the access to The Woodlands is entirely to the north, onto Commercial Boulevard, so that it shares little in common with surrounding properties.

The district is characterized by a multiplicity of east-west and north-south travel corridors, with no one corridor dominating. Heavily used transit corridors include Coconut Creek Parkway, State Road 7, and University Drive. In addition, there is extensive and interconnected community bus service. The District planners' consensus on transit priorities were for increased frequency of service, higher quality of bus stops, better pedestrian access, expansion of the community bus system, and enhanced use of hubs (transfer points).

Central District: The boundary to the north is McNab Road, east of the Turnpike, and Commercial Boulevard, west of the Turnpike (see above Districts). The eastern boundary is the Atlantic Ocean north of Sunrise Boulevard. However, I-95 forms the Eastern Boundary south of Sunrise Boulevard, due to the presence of the Eastern Core District. Similarly, the Conservation Area forms the western boundary, except for the area of the Sawgrass District (see below). I-595 forms a physical and political boundary to the south for most of this District. However, between Flamingo Road and Weston Road, the

southern boundary is set at SW 14 Street. This extra area south of I-595 was included at the request of Sunrise and Davie, because the land uses have much more in common with the area to the north, as opposed to the low density residential area to the south. Both municipalities felt that this area should be included in a Transit Oriented District.

The Central District is distinguished by the predominance of east-west travel, with the Interstate 595 corridor being the most heavily used transportation corridor. The transit routes on the major east-west roadways within the District are characterized by high ridership and frequent service. The parallel routes on Broward, Sunrise and Oakland Park Boulevards all have 20 minute headways, and average over 35 passengers per hour. Data on existing transit service indicates that over 75% of the area within the District is served by transit. The priorities of the planners in this District were increased coverage (circulators and shuttles), improve the quality of bus stops, and decrease the travel time on buses.

Sawgrass District - This District, entirely within the City of Sunrise, was segregated from the Central District due to the high intensity of development, existing and planned, within the area. Despite the small size of this District, it contains 5 Developments of Regional Impact (DRIs), including Sawgrass Mills and the Broward County Civic Arena (Office Depot Center). The boundaries were set based on the municipal boundaries of Sunrise, and, within the City, the area in which more intense development is encouraged by the municipal land development regulations. This Western Sunrise Area, as defined by the City Land Development Code, prohibits certain undesirable uses, while promoting land uses and architectural design criteria that support a mixed land use theme. Western Sunrise has become a focal point of activity in western Broward County. On-going transit studies, including those by FDOT and Tri-Rail, identify the Sawgrass area as an activity node. The City's vision for this area is to create an environment where one can "live, work, and play."

The Sawgrass International Corporate Park DRI and Harrison Park DRI have become major employment centers, with recognized corporate headquarters. Sawgrass Mills and the Office Depot Center are major South Florida entertainment destinations. There is now a Crown Plaza Hotel in operation and there will be a Sawgrass Marriott in the future (across from the Arena). A proposed additional achievement would be the Metropica project, which is proposed to be a residential (live), office (work), and commercial (play) development. There is also a significant greenway connecting the interior of the project with a civic component being considered (a new City Hall), all of it designed in a harmonious compact urban form, with appropriate setbacks, heights and densities, and accessory parking structures.

The southern boundary of the District is Interstate 595; the western boundary is the Conservation area; the northern boundary begins at Oakland Park Boulevard & the Sawgrass Expressway, runs along Oakland Park Boulevard to Flamingo Road; the eastern boundary runs along Flamingo Road to NW 8 Street, west on NW 8 Street to NW 36

Avenue, and then south on NW 36 Avenue to I-595. It should be noted that the area of Plantation to the east of Flamingo Road is of a low density residential character that is substantially different than the Sawgrass District.

The District is served by four transit routes, all converging on the Sawgrass Mills Mall, and all with 20 minute weekday headways. Three of these run east-west, through the Central District, while the fourth route is fairly new, running south through Weston and Pembroke Pines. There is currently no community bus service in the District.

The consensus of local planners was that the transit priorities for this District should focus on increasing coverage, including community bus service.

Eastern Core District - This District is by far the portion of the County with the highest development densities and the highest level of transit service. It is impacted by extreme peaking characteristics, due to the high concentration of employment, and also by substantial seasonal traffic from tourism and recreational travel. The District includes downtown Fort Lauderdale and Fort Lauderdale Beach, as well as the Broward County Convention Center.

The boundaries of the Eastern Core District, developed in consultation with Fort Lauderdale staff, are Sunrise Boulevard to the north, the Atlantic Ocean to the east and I-95 to the west. The southern boundary marks the edge of Ft. Lauderdale/Hollywood International Airport and the jurisdictional area of Port Everglades.

The District has a very high degree of transit coverage, with high frequency of service. Local service is provided by numerous programs run by the Fort Lauderdale TMA. The consensus of local planners was that the transit priorities for this District should include additional community service, extended hours of service, better bus information, improved access to bus stops, and an emphasis on intermodal trips. In the longer term, the establishment of a Community Design Concurrency District, with an emphasis on urban design and pedestrian amenities, would be desirable for some or this entire District.

Port/Airport District - This District, comprising Port Everglades and the Ft. Lauderdale /Hollywood International Airport, was separated out from adjacent areas due to (1) the distinctive land uses inside the District; (2) the high degree of public property within the District; and (3) the likely unique nature of transportation measures to be implemented within the District. It was felt that properties outside of this District should not be assessed for transit improvements which would primarily benefit the Port and/or Airport. Transit-related strategies being studied in this District include: express and/or premium bus service; shuttle service from Tri-Rail; off-site parking with shuttle service for employees (already existing at the Airport); and direct service between the Port and Airport for cargo and/or passengers.

Southeast District - The boundary of this District is the Atlantic Ocean to the east, the County line to the south, the Turnpike to the west, and I-595 and the Airport/Seaport to the north. The western boundary was the subject of some debate, because it splits small portions of several municipalities away from the balance (Miramar, Hollywood and Davie). It was maintained, however, due to several factors: (1) the Turnpike serves as a physical barrier, influencing both land use and travel patterns; (2) the MPO has designated State Road 7 as a future major transit corridor connecting to Miami-Dade County, and therefore State Road 7 should not be a boundary; and there is no other reasonable boundary that would avoid splitting several municipalities.

The major transportation corridor within this District is Interstate 95 and the adjacent Tri-Rail line. Heavily used transit corridors include U.S. 1 and State Road 7. Although transit coverage in the District is 78%, half of the mainline routes have headways exceeding thirty minutes. The District has a low level of community bus service, compared to other areas of the County. Among planners in the District, priorities for transit enhancement included increased coverage, increased frequency, improving the quality of bus stops, and decreasing the travel time on buses.

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

There is not one dominant transportation corridor within this District. None of the bus routes average over 35 passengers per hour, but many of them approach that figure. Of the nine mainline routes that currently serve the District, only five have a weekday service frequency of 30 minutes or better. Hovewer, improvements programmed for FY 2009 will bring this radio up to 88%.

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

3. Demonstrate that transportation concurrency management areas as designated contain an integrated and connected network of roads and provide multiple, viable alternative travel paths or modes for common trips.

Broward County's regional road network is a grid system with arterials spaced at approximately one mile intervals, both in the north-south and the east-west direction. The transit system is similarly designed in a grid system, with deviations to utilize major transfer terminals. The numerous community bus routes (in 23 municipalities as of February, 2008) allow easy access from neighborhoods and local streets to the mainline bus routes on the grid system. The above system results in each Transportation Concurrency Management Area (TCMA) having multiple, viable travel alternatives for common trips.

A. Pedestrian and Bicycle Travel

(1) Excerpt from MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Special Project Planning UPWP Task 4.1

Task: **PEDESTRIAN and BICYCLE PLANNING** No.:

OBJECTIVES

Support on-going efforts by State and County agencies to implement multimodal urban/suburban mobility and pedestrian activities and facilities. Coordinate county, regional, and state pedestrian, bicycle, greenway, safe routes to school, and multi purpose pathway programs and projects. Coordinate activities and advisory services for the Broward County Bicycle and Pedestrian Advisory Committee (BPAC).

METHODOLOGY

- Staff the Bicycle Pedestrian Advisory Committee
- Work with local bicycle advocacy groups and other governmental agencies to develop bicycle awareness within the area
- Assist in the procurement of revenues for the construction of bikeway and multipurpose pathway projects
- Promote traffic safety education programs in the Broward County Public School system
- Increase citizen participation regarding bicycle, pedestrian, multipurpose pathway, recreation, and tourist planning and design at the county, state, and municipal levels
- Assist FDOT in prioritizing sidewalk gaps
- Implement Bike Parking Program to distribute bicycle parking facilities

- Update GIS bicycle and pedestrian facilities inventory and suitability map using professionally accepted BLOS methodology. Analyze bicycle and pedestrian crashes countywide
- Raise awareness of pedestrian and bicycling in Broward County. Support the ongoing development of bicycle and pedestrian projects.
- Coordinate with Traffic Engineering and the School Board safety Department in the Safe Rotes to School Program.

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2008: Coordinated construction of the New River Greenway with I-595 P3 project.
- 2007: Assisted the School Board in obtaining Federal Safe Routes to School funding for three infrastructure projects and one non-infrastructure program.
- 2007: Completed distribution of bicycle parking
- 2007: Began development of an internet based bicycle routing system.
- 2007: Distributed 10,000 Bicycle Suitability Maps
- 2007: Continue the development of greenways corridors countywide and regionally

WORK PRODUCTS

- Ongoing: Bicycle/Pedestrian education program in the Broward County Public Schools
- Ongoing: Trust fund for use of donations, grants, etc. to the Bicycling/Pedestrian Advisory Committee
- Ongoing: Training opportunities to increase citizen participation in bicycle and pedestrian planning
- Ongoing: Operations of the Bicycle/Pedestrian Advisory Committee
- October 2008: A1A Greenway: Traffic Study
- July 2009:i: Updating Bicycle Suitability Map
- July 2009: Updating Bicycle Facilities Network Inventory
- June 2010: Internet Mapping System Based Bicycle Routing system

(2) Status of Greenways Program (as of 10/1/08)

In the spring of 1999, the Broward County Board of County Commissioners, recognizing the need to improve the quality of life in our urban environment, identified the creation of a county-wide system of greenways and trails as a priority goal. The County's Department of Planning and Environmental Protection was tasked with the responsibility of developing the plan to achieve this goal. A technical advisory committee, with members representing the Florida Department of Transportation, South Florida Water Management District, Florida Turnpike Authority, Broward County Engineering, Broward County Transportation Planning Division and the Broward County School

Board was created to oversee the plan preparation. Over the following two-year period, numerous public meetings were held around the County to seek public input at various stages in the development of the greenways plan. Public support was enthusiastic and a wide variety of interests participated at the meetings including municipal officials, bicyclists, equestrians, boaters, developers, environmentalists, state and regional governmental representatives and others.

The County's greenways planning kicked off in the fall of 1999 with an all day visioning session facilitated by the South Florida Regional Planning Council. Over 100 participants gathered at Anne Kolb Nature Center to draft the vision statement for the plan. Following the completion of the vision statement, planning for the actual greenways corridors was initiated with a request to Broward's municipalities to submit greenways corridor proposals for inclusion in the plan. Approximately 20 municipalities submitted proposals.

Several cities had on-going greenways programs and some, most notably the Town of Davie, already had developed local greenways systems. County staff also began assembling information on canal rights-of-way, wide road rights-of-way, utility easements, waterways and other potential greenways corridors. This information along with other planning information was utilized to draft a conceptual greenways system plan. In the fall of 2000, the public was invited to attend a meeting at Fern Forest to review the planning information and draft plan and assist in preparing the final conceptual greenways system plan. It was the consensus of meeting participants that the conceptual plan should provide a framework that could link together the planning efforts of individual municipalities.

Based upon the public's input and planning considerations, six priority corridors were selected for more detailed planning. These corridors included Dixie Highway, Cypress Creek, Conservation Levee, New River (State Road 84), Flamingo Road, and Hiatus Road corridors. Detailed right-of-way information was collected on the five corridors and draft plans were prepared. Five public meetings were held in the spring of 2001 at locations around the County to seek public comment on the detailed corridor plans. Following endorsement by the Broward County League of Cities Technical Advisory Committee, the Broward County Commission approved an amendment to the Broward County Comprehensive Plan to incorporate the conceptual greenways system plan.

There are over 370 miles of regional greenways, land trails and water trails delineated on the CONCEPTUAL MASTER PLAN. The regional network of greenways depicted are essentially the regional backbone which may supplement, augment or serve as a foundation for the local trail networks, such as the trails of Davie, Plantation, Parkland and Southwest Ranches.

In addition to the six priority corridors selected during the planning process, public input

and subsequent planning meetings led to addition of two other Greenways to be included in the priority list. Thus, eight corridors now represent the "phase one" corridors of the Broward County Greenways System. They include the Dixie Highway, Cypress Creek, Conservation Levee, New River, Flamingo Road, Hiatus Road, Barrier Islands, and Griffin-Orange Greenways. These Phase One corridors were identified as those with the highest priority for development. These corridors effectively form a framework that traverses all parts of the County, and provide a good representation of differing types of trails, from wide paved and unpaved trails through natural and rural areas, to wide sidewalks through urban areas. This approach provides opportunities for all types of Greenway users and interests.

The Cypress Creek Greenway is scheduled to go to Purchasing for construction bids in October 2008 with the bid for the Flamingo/Hiatus Greenway being ready approximately six months later. Coral Springs has committed $215,000 towards the construction of the Atlantic Blvd. Trailhead. The County Commission approved this agreement in October 2008. The New River/SR 84 Greenway has been rolled into FDOT's I-595 project. The section west of University Drive to SW 36 Ave. should be completed in 2009/2010. The section east of Davie Rd. may be completed in 2012/203. The consultant should refocus their attention on the design of Dixie Highway starting in October or November of 2008.

(3) Policies in the Transportation Element of the Broward County Comprehensive Plan relating to bicycle and pedestrian facilities.

Policy 3.1.3. By 2020, Broward County shall provide a safe bikeways network that reduces the injury rate from 39 to 34 per 100,000 and a safe pedestrian ways network that reduces the injury rate from 61 to 57 per 100,000 through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County shall continue to maintain land development regulations requiring accessible sidewalks for new development and redevelopment.

2. Broward County shall continue to provide safety and other education training courses, and expand courses targeted at roadway users 16 years of age and older.

3. Broward County shall work with the appropriate jurisdictions and agencies to initiate a program to identify high frequency bicycle and pedestrian crash locations, to develop strategies for improving the safety of those locations, to adopt and implement those safety strategies.
4. Broward County and the MPO, shall facilitate the planning, development, and implementation of the Safe Routes to School Program projects and activities.

Policy 3.1.7. Broward County shall provide a safe and secure recreational transportation

network through implementation of, but not limited to, the following programs, activities, or actions:

1. Broward County and the MPO shall work with municipalities to implement greenway, blueway, pedestrianway, and bikeway plans.

Policy 3.2.3. By 2030, Broward County shall provide a convenient bikeway network which improves the percentage of major trip generators served from Level of Coverage (LOC) B (60%-80%) to LOC A (80%-100%) and a convenient pedestrian network which reduces the 402 miles of missing state and county sidewalk linkages by 25 percent through implementation of, but not limited to, the following programs, activities, and actions:

1. Through its membership in the MPO, continue to develop and improve the bikeways LOC, and the greenways network, identifying and eliminating the missing pedestrian facilities, improving connectivity and insuring compliance with ADA.

2. Broward County shall work with other entities to improve access to public transit, rail, port, and seaport terminals through the provision of bicycle and pedestrian facilities.

3. Broward County shall continue to develop bicycle parking facilities at the County Governmental Center and shall work to provide bicycle parking facilities at other appropriate locations, and shall provide for appropriate bicycle parking in Downtown Fort Lauderdale by 2011.

4. Broward County shall work with the municipalities in developing municipal bikeways and accessible pedestrian ways that are coordinated with the County bikeway, pedestrian, and greenway networks.

5. Broward County shall continue to work together and with FDOT to improve pedestrian access to public transit stops on local and state roadway networks. Specific actions include the construction of curb cuts, ramps, shelters, and accessible sidewalks to bus stops.

6. Broward County shall encourage compact mixed use developments as a land use strategy for promoting walking and biking through the mixed use provisions of the Broward County Land Use Plan.

Policy 3.2.7. Broward County shall provide a convenient recreational transportation network through implementation of, but not limited to, the following programs, activities, and actions:

…

2. Broward County shall provide bikeways at the entrances to County parks where financially feasible.

3. Broward County shall continue to participate in the Florida Greenways Coordinating Council to identify Broward County greenways for inclusion in the Florida Greenways System.

Policy 3.3.3. Broward County shall provide for energy efficient bikeways and pedestrianways networks through implementation of, but not limited to, the following programs, activities, or actions:

1. Once every five years, update the short-term and long-term Bicycle Facilities Network Plans and the Pedestrian Facilities Plans.

Policy 3.3.7. Broward County shall provide for an energy efficient recreational traffic network through development of a recreational transportation network plan that focuses on non-motorized vehicles.

1. The County shall continue planning and implementing greenways that create aesthetic alternatives to traditional traffic networks and modes

Policy 3.5.1. Broward County shall coordinate the following plans and programs with the MPO and the FDOT, District IV:

…

5. Broward County Bicycle Facilities Network Plan and amendments thereto.

6. Broward County Pedestrian Facilities Plan and amendments thereto.

(4) Data and Analysis in the Transportation Element of the Broward County Comprehensive Plan relating to bicycle and pedestrian facilities.

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

a. *Bicycle facilities.* Bicycle facilities include bikeways, bicycle parking, employee showers and clothing lockers, bicycle racks on buses and trains, maps and any other document that facilitates bicycling.

Bikeways. A bikeway is any road, path or way which is open to bicycle travel. Broward County bikeways include multi-purpose paths/greenways, designated bicycle lanes, paved shoulders, and wide curb lanes, which total almost 299.5 miles. In recent years the consideration of bikeways as part of the roadway design, like landscaping, has gradually become part of the roadway's design process. However, because bicycle lanes were rare in Broward County and immediate connectivity between the few existing facilities was not financially feasible; a construction by opportunity approach was utilized to begin development of the county's on-road bicycle facility network. As new roads are being constructed, on-road bicycle facilities are included. Broward County is now reaching the point at which connectivity between facilities is becoming financially feasible. To further develop this network the Broward County Bicycling Advisory Committee is helping to develop a prioritized list of bicycle facility construction projects. The location of Existing and Designed Bikeway Facilities are displayed on Map 3-7, and the mileage by type is displayed in Table 3-23. Bikeways predominantly follow state roads, although scattered segments follow local roads. The City of Weston claims the most mileage of bikeways along local roads.

Table 3-23
Existing Broward County Bikeways and Wide Curb Lanes (2006)

Type	Miles	Percent
Multi-purpose paths [1]	23.5	7.8
Dedicated Bicycle Facilities	153.0	51.1
Shared Facilities	123.0	41.1
TOTAL	299.5	100.0

Note: [1] This figure does not include multi-purpose paths located within regional parks.
Source: Broward County Transportation Planning Division, 2006

A multi-purpose path is a bikeway that is in right-of-way separate from the road. Table 3-23 shows that countywide there are approximately 23.5 miles of multi-purpose paths. The longest continuous multi-purpose path follows the North New River Canal right-of-way, owned by the South Florida Water Management District, for approximately seven miles, stretching along the north side from University Drive to Pine Island Road and along the south side from Pine Island Road to Markham Park. A multi-purpose path encircles the Pompano Beach Airport and Pompano Beach Municipal Golf Course, which is predominantly used for recreational trips and is shared with recreational walkers and in-line skaters. Broward County is currently designing an additional 80 mile of multi-purpose paths as part of its Greenways Network. Map 3-7 depicts the entire proposed network.

A bicycle lane is a portion of a roadway which has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicycles. Unlike multi-purpose paths, bike lanes are not physically separated from traffic. Broward County's bike lanes total approximately 153 miles. **Subpolicy 3.2.3.1.** provide for Broward County to continue to include bikeways in road construction projects.

Shared facilities are on road facilities that provide for bicycling but are not striped or marked to bicycle lane standards. Paved shoulders and wide curb lane fit into this category. A wide curb lane has is the outermost through lane of a roadway at least two feet wider than the interior lanes. Typically this is at least thirteen feet wide and is not defined by a lane stripe. In Broward County outside lane widths of fourteen feet or wider are marked striped with an eleven foot travel lane adjacent to three foot undesignated lane. Paved shoulders provide a defined space adjacent to the travel lane but do not correctly direct a bicyclist through an intersection when a right turn lane is present. Broward County has approximately 21.4 miles of wide curb lanes which are displayed on Map 3-7.

Undesignated Lanes. In Broward County, if fourteen feet is available for the outside lane, it is typically divided to create a three foot undesignated lane next to an eleven foot travel lane. The striping pattern of the undesignated lane is similar to that of marked bicycle lane. Because of the similarities in striping between an undesignated lane and a bicycle lane. The miles of undesignated lanes in Broward County is included in the total number of miles of dedicated bicycle facilities.

Bicycle parking. Bicycle parking includes racks and lockers of various designs. Recognizing that not all bike parking facilities provide equal protection or security Broward County and the Broward County MPO produced the Broward County End-of-Trip Bicycle Facilities Guide which provides the reader with information needed to make the right decisions abut bicycle parking. Bicycle parking racks are widely available at Broward County government facilities, including the downtown Governmental Center, County Courthouse, County libraries, and at BCT and Tri-Rail public transit terminals. Traditional bicycle parking racks provide minimal security when bikes are left alone for long periods of time. Bicycle storage lockers provide additional security from theft and protection from inclement weather by enclosing the entire bike. **Subpolicy 3.2.3.3.** provides for additional bicycle parking countywide.

Bus Mounted Bicycle racks. Bus mounted bicycle racks provided on public transit vehicles and allow a passenger to carry a bike from a point of origin to a destination. Public transport racks enable the public transit user to reach destinations not served by the public transit system, thereby increasing the service area. BCT's records show an average monthly rack usage of 33,000 uses per month. Tri-Rail provides bicycle transport racks on each car.

Lockers and showers. The availability of showers and lockers encourages bicycle commuting by removing obstacles to employees who must maintain a professional appearance. Certain Broward County governmental buildings have showers and lockers available for employee use. A comprehensive list of the sites equipped is not available, but the sites include the Office of Environmental Services, the Broward County Sheriff's Department, and various county parks. The buildings which contain shower and locker facilities primarily house agencies in which the nature of the work performed requires showers and lockers. One notable exception is the downtown Governmental Center, which has a shower and locker available in the parking garage, but it is not a gender separated facility. The extent of efforts by municipalities and private employers to provide showers and lockers is not known.

Bicycle Coordinator. The Broward County Bicycle Coordinator is a fully funded position housed in the Planning and Redevelopment Division. The Bicycle Coordinator is involved in a number of tasks, such as development of the short-term and long-term Bicycle Facilities Network Plan, development of bicycle suitability maps, staffing the Broward County Bicycle/Pedestrian Advisory Committee and the development of traffic safety education programs. **Subpolicy 3.1.3.2.** provides for the Bicycle Coordinator to continue to provide educational training.

Educational programs. Bicycle education is taught in Broward County by various agencies that have different needs ranging from implementation of a nine week curriculum or the information to conduct presentations or bicycle rodeos. The Broward County Bicycle Coordinator provides instructor training to the various agencies.

The Broward County Bicycle Suitability Map 3-8 displays bikeways and designates traffic interaction ratings, but does not designate routes. It was determined the suitability map is more advantageous than a route map because the user may choose a course of travel based upon ability and confidence. The map provides a wealth of bicycle related information including defensive riding, traffic laws, bicycle repair shops, clubs, and regional park facilities.

b. Bicycle safety. Table 3-24 presents bicycle/ motor vehicle crash injury and fatality data for Broward County from 1990 -2004. While it is difficult to attribute this decline to any one factor in should be noted that the number of miles of on-road bicycle facilities has steadily increased since 1991. **Policy 3.1.3.** addresses those programs, activities, and actions Broward County will take to provide a safe bikeways network.

Table 3-24
Bicycle/Motor Vehicle Crashes Injuries, Injury Rate & Fatalities
1990-2004

Year	Population	Injuries	Injury Rate	Fatalities
1990	1,256,269	868	69.09	10
1991	1,255,488	869	72.96	9
1992	1,294,090	1019	78.74	8
1993	1,317,512	999	75.82	19
1994	1,340,220	976	72.82	12
1995	1,364,168	883	64.73	15
1996	1,392,252	850	61.05	9
1997	1,423,729	772	54.22	10
1998	1,503,407	685	45.56	11
1999	1,535,468	596	38.82	14
2000	1,623,018	649	39.99	6
2001	1,649,925	597	36.18	6
2002	1,676,153	667	39.7	4
2003	1,698,425	669	39.4	5
2004	1,723,31	672	39	6

Source: Florida Department of Highway Safety and Motor Vehicles, 2004

4. Pedestrianways network. The pedestrianways network includes sidewalks and walkways that are "pedestrian lanes" that provide people with space to travel within the public right-of-way that is separated from roadway vehicles.

a. Pedestrian facilities. Pedestrian facilities include sidewalks, crosswalks, walkways, access facilities, and pedestrian facility design treatments. Pedestrian facilities improve mobility for pedestrians and provide access for all types of pedestrian travel: to and from home, work, parks, schools, shopping areas, transit stops, etc. They also provide places for children to walk, run, skate, ride bikes, and play. Sidewalks should be continuous along both or one side of a street and sidewalks should be fully accessible to all pedestrians, meeting current ADA guidelines.

Broward County's pedestrian facilities are comprised primarily of sidewalks. These were historically not very well provided in many of the developments constructed before the late1980's, and a great deal of infill sidewalks are required on the County's arterial and collector streets to provide safe, comfortable drained walkways for pedestrians. This point is particularly important when access to transit is considered. A sidewalk inventory

was completed for over 400 miles of sidewalks in ten pedestrian study areas identified by MPO's Pedestrian Focus Group. This group identifies areas of existing or future pedestrian and transit activity. Approximately 370 miles of this inventory was completed along arterial and collector streets, while the remainder included local streets that either carry transit buses, or serve as primary pedestrian routes accessing transit stops. Of the roads that were inventoried, 70 percent are in good or fair condition, but almost 20 percent – or almost 80 miles – are missing sidewalks altogether. In addition to these pedestrian focus areas, sidewalk conditions for state highways were obtained from FDOT's Roadway Characteristics Inventory (RCI) database and video log records, and an additional 140 miles of County and Municipal roadways were inventoried in July 2004 as part of this study. The combined results of these data inventories for missing sidewalks is shown in Map 3-9.

Sidewalks. In the Unincorporated Areas, there is a continuous effort to construct sidewalks as evidenced by the Broward County Capital Improvement Element, which programs for sidewalk projects over the next five years. The Broward County Land Development Code requires sidewalks to be constructed adjacent to unincorporated local roads, Trafficways delineated on the Broward County Trafficways Plan, and all unincorporated and functionally classified County Collector roads. Sidewalks must be a minimum of five (5) feet-wide on both sides of all these roadways. During construction of roadway projects, sidewalks are required to be maintained.

Subpolicy 3.1.3.1. requires the Broward County Development and Environmental Regulation Division to continue maintaining land development regulations requiring sidewalks for new development and redevelopment.

Crosswalks. Crosswalks provide pedestrians with connections between sidewalks and walkways. Crosswalks are located at road intersections and mid-block locations which attract heavy pedestrian traffic, such as schools and parks. Well marked crosswalks provide safe paths for pedestrians by alerting drivers of the potential for pedestrians crossing the street. Crosswalks may be grade-separated where safety is a concern.

Subpolicy 3.2.3.5. provides for improving pedestrian access along transit routes, to public transit stops, and safe routes to school. Signals indicate to the pedestrian when it is safe to cross the street and are typically used at busy intersections in conjunction with crosswalks. At wide intersections, pedestrians often have difficulty crossing the street during the window of safety. In these circumstances, a median strip may be provided for the pedestrian to wait until the next signal change. The Traffic Engineering Division reports 117 signalized pedestrian crossings in Broward County, but one (1) is designated as an equestrian crossing and many have fire house preemption.

Pedestrian Treatments. Pedestrian treatments are primarily designed to promote a pleasurable walking experience. Treatments include benches, fountains, landscaping,

lighting, and other urban design features. Appropriate lighting and maintenance of pedestrian sight lines are important for safety enhancement. Lighting and sight lines enable the pedestrian to spot and avoid threatening situations. Broward County funds a program for art and public design which incorporates pedestrian amenities.

Subpolicies 3.2.3.2 and **3.2.3.4.** identify tasks to be addressed by the Transportation Planning Division. Transportation Planning Division Broward Metropolitan Planning Organization is involved in the development of the short-term and long-term Pedestrian Facilities Plans and performs other functions. The 2006 Broward County Sidewalk Conditions and Transit Infrastructure Inventory is an ongoing program to assemble a countywide GIS database to identify deficiencies in the transportation network for these modes. Improvements will be consistent with the Multimodal Long Range Transportation Plan, and the County Commission's initiative to enhance livability, particularly through improved facilities to support alternative transportation.

Subpolicy 3.2.3 provides for the periodic update of the short-term and long-term Pedestrian Facilities Plan.

b. *Safety.* The Surface Transportation Policy Project calculates pedestrian safety rates using a numerical scale called the pedestrian danger index (PDI). The PDI is calculated on a scale of 1 to 100, with 1 being the safest city for walking and 100 the most dangerous. It is based upon the total number of pedestrian injuries and fatalities, the percent of all traffic related fatalities and injuries that are pedestrian, and the percent of commuters who walk to work. Miami-Fort Lauderdale is the third most dangerous large metropolitan area for pedestrians in the United States with a PDI of 78, third to Orlando (PDI 95) and Tampa-St. Petersburg-Clearwater (PDI 87).

Table 3-25 presents pedestrian injuries and fatalities data specific to Broward, Palm Beach, and Miami-Dade counties.

Table 3-25
Broward County Pedestrian Fatalities and Injuries
1999 - 2004

Year	Population	Fatality Rate*	Total Fatalities	Injury Rate*	Total Injuries
1999	1,535,468	3.19	49	58.81	903
2000	1,623,018	2.53	41	59.70	969
2001	1,649,925	2.55	42	60.18	993
2002	1,709,118	2.11	36	54.9	938
2003	1,698,425	2.53	43	61.2	1040
2004	1,723,31	2.21	38	53.6	923

* Per 100,000 population
Source: Crash data from Florida Department of Highway Safety and Motor Vehicles,2004

C. Projected transportation system levels of service and system needs. Rule 9J-5.019(3)(f), FAC, requires an analysis on the projected transportation LOS and system needs based on the future land uses shown on the future land use map. Rule 9-J-5.019(3)(e), FAC, requires an analysis of projected intermodal needs. This section addresses the above requirements.

5. Bikeways network. The summary of projected needs included in this subsection is based upon the Broward County Bicycle Facilities Network Plan. In Part II, Data Requirements, it was shown that Broward County does not yet have a functional interconnected bikeways network; less than 70 miles of bikeways exist. As a way to measure the accessibility and convenience of this bikeways network, the Broward County Transportation Planning Division has developed an indicator known as the level of coverage (LOC). The LOC ranges from A, the best level of coverage, to E, the worst, and measures the percentage of major public transit attractors that are accessible through the bikeways network. Table 3-50 displays the percentages associated with each LOC indicator.

Table 3-50
Bikeways Network Level of Coverage

Percent of Bikeways Network Accessible to Major Public Transit Attractors	LOC Indicator
0 - 20	E
21 - 40	D
41 - 60	C
61 - 80	B
81 - 100	A

Source: Bicycle Facilities Network Plan, Executive Summary, Broward County Transportation Planning Division, 1995.

Currently, the bikeways network has a LOC of E, which means that less than 20 percent of the major public transit attractors are accessible through the bikeways network. Based on this LOC, the primary need is to develop a bicycle network that will provide access to a majority of the major public transit attractors. The Bicycle Facilities Network Plan calls for an increase to the LOC C by 2005. For the long-term, the Bicycle Facilities Network Plan calls for an increase to the LOC A.

6. Pedestrian network. The summary of existing needs included in this subsection is based upon the Broward County Pedestrian Facilities Plan. The primary need of both the state and the county sidewalk systems is to improve connectivity and access to public transit by completing missing linkages. Table 3-51 summarizes the mileages of these needs provided in the Program.

Table 3-51
Broward County Sidewalk System Needs, 1992

Roadway system	Millage
State network needs	185
County Network needs	217
Regional system needs	402

Source: Broward County Pedestrian Facility Network Plan, Broward County Transportation Planning Division,1992.

B. Community Bus Service

In addition to its directly operated service, the BCTD also supports and coordinates the Community Bus Program. There are Community Bus routes operating in 22 municipalities within Broward County (plus one municipality which operates its own routes, independently from the County). Through interlocal agreements, the BCTD leases wheelchair accessible buses to the municipalities for $10/year/vehicle. The BCTD also provides an operating subsidy of $20/revenue service hour/vehicle for operating costs. Cities that contract out the service or provide their own vehicles, receive an annual $12,000 capital contribution for each vehicle in operation. The municipalities have the option of supplementing the BCTD's financial support with fare revenue, local option gas taxes, and/or revenues generated from advertising on buses, shelters, and bus benches. The Community Bus Program provided 2,282,037 passenger trips for the year ending in February 2007.

Current (2008) Community Bus Routes in Broward County

District	Municipality	Number of routes
Northeast	Deerfield Beach	3
Northeast	Hillsboro Beach	1
Northeast	Lighthouse Point	1
Northeast	Pompano Beach	3
Total Northeast		**8**
North Central	Coconut Creek	2
North Central	Coral Springs	2
North Central	Margate	5
North Central	North Lauderdale	2
North Central	Tamarac	2
Total North Central		**3**
Central	Fort Lauderdale	4
Central	Lauderdale Lakes	2
Central	Lauderdale-By-The Sea	1
Central	Lauderhill	5
Central	Oakland Park	2
Central	Plantation	2
Central	Sunrise*	7
Central	Wilton Manors	1
Total Central		**24**
Total Eastern Core	**Fort Lauderdale**	**5**
Total Port/Airport	**Fort Lauderdale**	**1**
Total Sawgrass	**Sunrise***	**1**
Southeast	Dania Beach	2
Southeast	Hallandale Beach*	3
Total Southeast		**5**
South Central	Cooper City	1
South Central	Davie	3
South Central	Miramar	4
South Central	Pembroke Pines	2
Total South Central		**10**

***** Two routes in Hallandale Beach, and all routes in Sunrise, are operated without assistance from Broward County.
Note: Only routes operating during weekday peak hours are included in this table.
Source: Broward County Transit Development Plan, Table 2-2.

C. Specific information for each District:

Northeast District: Parallel east-west trafficways serving this District include Hillsboro Boulevard, S.W. 10 Street, N.E. 48 Street, Sample Road, Copans Road, Martin Luther King, Jr. Boulevard, Atlantic Boulevard, and McNab Road. Bus routes running east-west include Routes 62, 42, 60, 83, 34, and a new continuous route for Hillsboro Boulevard. In

the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, I-95, Andrews Avenue/Military Trail, Powerline Road, and Florida's Turnpike. Bus routes running north-south include Routes 11, 10, 20, 50, and 14. Tri-Rail service also runs through this District, with stations in Deerfield Beach and Pompano Beach. During 2008, there were 8 community bus routes operating within this District. Construction is about to begin on a Neighborhood Transit Center in this District, in the City of Pompano Beach.

North Central District: Parallel east-west trafficways serving this District include the Sawgrass Expressway, Wiles Road, Sample Road, Copans Road/Royal Palm Boulevard, Atlantic Boulevard, McNab Road, and Commercial Boulevard. Bus routes running east-west include the Routes 14, 34, 83, 42, 62, 57, and 55. In the north-south direction, major parallel roadways serving this District include Florida's Turnpike, Lyons Road, State Road 7, Rock Island Road, University Drive, Pine Island Road/Coral Springs Drive, Nob Hill Road/Coral Ridge Drive, and the Sawgrass Expressway. Bus routes running north-south include Routes 31, 18, 2, and 88.

In addition, the Cypress Creek Greenway, which partially runs through this District, is scheduled for construction in FY 2009. During 2008, there were 3 community bus routes operating within this District.

Central District: Parallel east-west trafficways serving this District include Commercial Boulevard, Oakland Park Boulevard, Sunrise Boulevard, Broward Boulevard, Peters Road, and I-595. Bus routes running east-west include Routes 55, 72, 36, 22, and 30. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, Andrews Avenue, Powerline Road, I-95, 31 Avenue, State Road 7, Florida's Turnpike, University Drive, Pine Island Road, Nob Hill Road, Hiatus Road, and Flamingo Road. Bus routes running north-south include Routes 11, 55, 10, 20, 50, 60, 31, 18, 56, 2, and 88. Tri-Rail service also runs through this District, with two stations in Fort Lauderdale. During 2008, there were 24 community bus routes operating within this District. In addition, the Cypress Creek Greenway, and the Flamingo-Hiatus Greenway, which both partially run through this District, are scheduled for construction in FY 2009.

Sawgrass District: Parallel east-west trafficways serving this District include Oakland Park Boulevard, Sunrise Boulevard, Broward Boulevard, and I-595. Bus routes running east-west include Routes 72, 36, and 22. In the north-south direction, major parallel roadways serving this District include Flamingo Road, 36 Avenue, and the Sawgrass Expressway. The only north-south bus route in this District is Route 23. During 2008, there was 1 community bus route operating within this District.

Eastern Core District: Parallel east-west trafficways serving this District include Sunrise Boulevard, Broward Boulevard, Las Olas Boulevard, Davie Boulevard, 17th Street, State

Road 84, and I-595. Bus routes running east-west include Routes 36, 11, 40, 555, 22, 30, and 40. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, 3rd Avenue, Andrews Avenue, Powerline Road, and I-95. North-south bus routes serving this District include Routes 11, 40, 1, 10, 20, 50, 60, 14, and 6. Tri-Rail service runs along the western edge of this District, with a station at Broward Boulevard. During 2008, there were 5 community bus routes operating within this District.

Port/Airport District: Parallel east-west trafficways serving this District include 17 Street, State Road 84, I-595, and Griffin Road. Bus routes running east-west include Routes 4 and 40. In the north-south direction, major parallel roadways serving this District include Federal Highway and I-95. North-south bus routes serving this District include only Route 1. Tri-Rail service runs along the western edge of this District, with a station at Griffin Road. During 2008, there was 1 community bus route operating within this District.

Southeast District: Parallel east-west trafficways serving this District include I-595, Griffin Road, Dania Beach Boulevard, Stirling Road, Sheridan Street, Taft Street, Johnson Street, Hollywood Boulevard, Pembroke Road, and Hallandale Beach Boulevard. Bus routes running east-west include Routes 15, 16, 12, 3, 9, 7, 5, and 28. In the north-south direction, major parallel roadways serving this District include State Road A-1-A, Federal Highway, Dixie Highway, I-95, State Road 7, and Florida's Turnpike. North-south bus routes serving this District include Routes 4, 1, 6, 17, 15, and 18. Tri-Rail service runs through this District, with a station in Dania Beach and two stations in Hollywood. During 2008, there were 5 community bus routes operating within this District.

South Central District: Parallel east-west trafficways serving this District include I-595, Griffin Road, Stirling Road, Sheridan Street, Taft Street, Johnson Street, Pines Boulevard, Pembroke Road, Miramar Parkway, and the Turnpike Extension. Bus routes running east-west include 16, 3, 7, 5, and 28. In the north-south direction, major parallel roadways serving this District include Florida's Turnpike, University Drive, Douglas Road, Palm Avenue, Hiatus Road, Flamingo Road, and I-75. North-south bus routes serving this District include Routes 9, 12, 2, and 23. The New River Greenway runs parallel to I-595, along the northern edge of this District. In addition, the Flamingo/Hiatus Greenway, which partially runs through this District, is scheduled for construction in FY 2009. During 2008, there were 10 community bus routes operating within this District. Two Neighborhood Transit Centers are operating in this District, one in Miramar and one in Davie.

4. Demonstrate the basis for establishing the area-wide level of service standards and existing and projected transportation service and facility requirements will support infill development or redevelopment.

The original LOS Standards for these TCMAs, adopted in 2004, were based on the priorities resulting from District meetings of municipal planners; the adopted priorities of the MPO; and the priorities set in previous Transit Development Programs. The proposed LOS Standards now include maintenance of the substantial transit improvements accomplished under that original program.

The LOS Standards involving transit headways of 30 minutes or less correspond to a Level of Service D in the Transit Capacity and Quality of Service Manual (TCQSM). In addition, the 15-minute and 20- minute headway LOS Standards, for the Eastern Core and Sawgrass Districts respectively, correspond to LOS C in the TCQSM.

The overall LOS Standard relative to increasing bus stop shelters will increase the service coverage of the transit system, by encouraging longer waits for arriving buses.

The placement of at least one Neighborhood Transit Center in each District (except the Port/Airport District) is intended to relate to the service measure of Transit/Auto Travel Time in the TCQSM.

The LOS Standard to substantially increase transit ridership, in each TCMA, will directly have a positive impact on the peak hour volumes of traffic on the arterial roadway system, and also on the Strategic Intermodal System facilities.

The LOS Standard, in certain TCMAs, to maintain the number of community bus routes, is intended to positively influence the coverage of the transit system.

The LOS Standard, for certain TCMAs, to reduce traffic signal communication failures, will have a positive impact on travel time on the major roadways of these Districts.

Appendix E-6 compares each LOS Standard to existing conditions in that District. All of these TCMAs are substantially built-out, both in terms of land area and of major roadway laneage. The proposed LOS Standards in these Districts will complement the future development patterns of these Districts, which will necessarily be predominantly infill and redevelopment.

All of the Transportation Concurrency Management Areas (TCMAs) are substantially "built-out", both in terms of land area and of major roadway laneage. The use of systemwide transit and transportation system management strategies, as reflected in the proposed areawide level of service standards, will complement the future development patterns of these Districts, which will necessarily be predominantly infill and redevelopment. The standards are consistent with the Long Range Transportation Plan of the MPO, and are intended to improve traffic flow, reduce congestion, increase/maintain intersection capacities, enhance transit service coverage and service frequency, increase the transit/auto travel time ratio and improve transit reliability (see further information on each LOS standard under Policy 3.4.2.)

5. Demonstrate that the established area-wide level of service and other transportation services and programs support infill development or redevelopment.

Because the Transportation Concurrency Management Areas (TCMA) are all essentially built-out in terms of vacant developable land, but substantial growth is still forecasted for these areas, these Districts are, and will be, experiencing a high degree of infill and redevelopment.

The MPO, as reflected in the adopted 2025 Long Range Transportation Plan, has determined that this combination of continued growth and constrained facilities must be addressed by a major shift of priorities away from roadway improvements, and towards transit and non-motorized forms of travel. In concert with this policy direction of the MPO, the County Commission has decided to redirect the concurrency mitigation efforts of the development community from roadway improvements to **transit and transportation management enhancements.**

This change will support efforts to encourage infill and redevelopment in several ways: Transit Oriented Development will be encouraged, since it will be creditable; land that would have been consumed for right-of-way purposes will be available for infill and redevelopment; and, transit enhancements will encourage areas of denser redevelopment. Finally, the new categories in the Broward County Land Use Plan, which support existing and planned transit corridors, also support Transit Oriented Development.

The addition of a LOS Standard to reduce traffic signal communication failures also will encourage infill and redevelopment, by decreasing travel times without using additional right of way, and without the disruption often caused by roadway construction.

Overall, the areawide Level of Service Standards for these TCMAs will encourage shorter trip lengths during peak periods, and therefore will support infill development and redevelopment, as opposed to urban sprawl.

A. Transportation and Land Use in Broward County
(from the Broward County MPO Transit Development Plan)

In recent years, Broward County has consistently been Florida's second largest county in terms of population and employment, exceeded only by Miami-Dade County. By the year 2030, the population of Broward County could reach 2.3 million people, an increase of a half-million people. The County's developable area is rapidly approaching a "build-out" scenario where nearly all existing vacant lots have been absorbed by development. Accommodating new residents in a way that preserves and enhances quality of life for all citizens requires a balancing of transportation and land use priorities.

The existing patterns of residential development and the location of employment are

helpful in assessing current levels of transit service, while population and employment growth are key indicators in assessing potential areas for new transit lines or expanded service. The influx of new residents into the County affects key indicators of transit use, such as urban growth and redevelopment, automobile availability, income, traffic and land use planning.

Establishing transit supportive development encourages people to ride buses, walk and bike more often, and allows for alternatives to the automobile. The Broward County Countywide Community Design Guidebook, which was developed with the County's Environmental Protection and Growth Management Department, envisions a distribution of density that is scaled and appropriately linked to a variety of transportation modes. Highest densities would be tied to various forms of mass transit, and lowest densities would be served predominantly by vehicular modes. Effective coordination of transportation and land use can foster a sense of place, encourage mixed-use and transit oriented development, provide affordable housing, and enhance economic opportunity.

Over the last few years, Broward County has been taking steps to prepare for transit oriented land use patterns.

- During the 2004 Evaluation and Appraisal Report (EAR) process, the County developed a Technical Report - Major Issue #6 – **Developing Transit Oriented Land Use Patterns (TOLUPS)**. This report set the course for future growth that combines mixed-use development with transit improvements in Broward County.

- As a result of the TOLUPS report, the Broward County Planning Council adopted changes to the Land Use Plan, creating **three new mixed-use land use designations**: Transit Oriented Corridor (**TOC**), Transit Oriented Development (**TOD**), and Mixed Use Residential (**MUR**).

- The Broward Metropolitan Planning Organization (MPO) created the **2030 Long Range Transportation Plan (LRTP)** as a tool to guide development of multi-modal transportation and prioritize transportation spending throughout Broward County. The LRTP, with its focus on non-automobile modes of transportation, contains a Transit Cost Feasible Plan that identifies Premium Transit improvements, such as light rail transit (LRT), Bus Rapid Transit (BRT), Rapid Bus, and Express Bus options.

- The Broward County Commission identified "Sense of Place" as one of its priority goals. The **Community Design Guidebook** provides assistance to cities desirous of improving their urban design and sense of place through transit and pedestrian oriented redevelopment. The Guidebook identifies standards and patterns to achieve a sense of place through land use patterns, street layouts, streetscapes, wayfinding systems, and pedestrian and transit linkages. The Guidebook describes prevailing

development patterns and the design systems of the built environment. Urban design concepts in the Guidebook include building design and orientation, density/intensity of development, architectural typology, mobility and the pedestrian environment. Finally, the Guidebook includes recommendations for Comprehensive Plan amendments, Land Development Code amendments, as well as revisions to Traffic Engineering standards. Demonstration projects provide the County the ability to show how to accomplish transit oriented redevelopment. The Guidebook addresses the following principles:

- Making Broward County one of the nation's most visually attractive counties;

- Creating a more pedestrian/transit friendly environment;

- Providing for a mix of uses and housing types; and,

- Enhancing redevelopment and economic opportunity

(1) Transit / Housing Oriented Redevelopment (THOR)

Broward County's Transit / Housing Oriented Redevelopment (THOR) initiative draws upon principles from the Community Design Guidebook to create Corridor Redevelopment Plans for vibrant, livable transit corridors throughout Broward County. Through THOR, Broward County seeks to direct future growth and increased density along transit corridors while protecting existing single-family neighborhoods.

THOR is a multidisciplinary strategy that incorporates transportation, housing, corridor design and planning, economic development, urban design, and redevelopment for the purpose of protecting existing neighborhoods by directing future growth along transit corridors. The success of THOR collaborative planning lies within Broward County and the municipalities working jointly to identify and plan for transit-oriented corridors and /or nodes consistent with local, state, and federal practices.

The THOR Corridor Pilot Study, paid for by the Broward MPO Communities Studies Pilot Program, constitutes a situation appraisal for transit supportive development and context-sensitive design solutions along segments of two Broward County corridors. The first is the one-mile stretch of State Road 7 between I-595 and Peters Road/Davie Boulevard. The second corridor is the two-mile stretch of Broward Boulevard from I-95 to State Road 7. Each of these study areas includes portions of unincorporated Broward County and cross multiple municipal lines. The cities and towns involved in these two studies include Fort Lauderdale, Lauderhill, Plantation, and Davie.

THOR provides a working model for building sustainability through redevelopment of the physical environment of our communities, from transportation infrastructure to the form and structure of real estate development. The Pilot Study engaged local

stakeholders and challenged various levels of government to work together to design a sustainable future for Broward County.

Transit Housing Oriented Redevelopment "Corridor" planning encompasses the land use planning strategies that provide the connections, accessibility, and comfort conducive to a balanced transportation system. Sustainable land use strategies are the basis for creating communities with attractive, walkable neighborhoods, and a variety of transportation choices. Infrastructure improvements such as sidewalk connectivity and bus stop infrastructure enhancements along the THOR corridors make transit more user - friendly. For example, the introduction of bus lanes within a congested corridor (peak-hour and express service) is an example of a transit service improvement that makes transit competitive with the auto.

Transit Housing Oriented Redevelopment "Nodal' planning, on the other hand, are the land areas around major transit/rail stops, and include neighborhood transit centers, park-and-ride lots, DRI's, Tri-Rail Stations, BCT terminals, transfer facilities, and future FEC stations. A collaborative process, such as THOR, provides a process for identifying the location of future transit nodes and determining the location for compact, mixed-use development with pedestrian networks that further facilitate and encourage transit use.

(2) Future Land Use

The future land use designation (shown in Figure 4-7 of the Broward County MPO Transit Development Plan) allows for transit supportive densities. The Broward County Planning Council maintains the Land Use Plan that, "establishes the framework for the future development and redevelopment of Broward County and for the provision of facilities and services within the County. All development must be consistent with the uses, the densities and the intensities of this policy plan." The Future Land Use Map is a companion document to the Land Use Plan, and provides a graphic illustration of the geographic distribution of the land use designations.

A separate analysis, involving high capacity transit corridors and transit supportive land use is necessary to determine where transit supportive densities and land use patterns are currently in place.

(3) Transit Supportive Land Uses

Transit-Supportive Land Uses, as identified in Figure 4-8 of the Broward County MPO Transit Development Plan, are those uses in the Broward County Future Land Use Plan which allow sufficient density to support transit:

- Residential densities allowing at least 15 dwelling units per acre or greater
- Commercial uses, including Office Park
- Industrial uses, including Employment Center

- Mixed-use land use designations, such as Regional Activity Center (RAC), Local Activity Center (LAC), Transit Oriented Development (TOD) and Transit Oriented Corridor (TOC).

(4) High Capacity Transit Corridors

The High Capacity Transit Corridors identified in the MPO 2030 Long Range Transportation Plan (LRTP) is a tool to guide and prioritize transportation spending and channel redevelopment throughout the County. This initiative is aligned with the High Capacity Transit Corridors, also shown in Figure 4-8 of the Broward County MPO Transit Development Plan. Providing high-capacity transportation will ensure economic vitality as well as minimize the impact on the environment. Articulated buses and express transit service alternatives are essential to improving transit options. The 2035 Long Range Transportation Plan (LRTP) is currently underway and is exploring the feasibility of fixed guideway and high-performance systems such as Bus Rapid Transit.

Figure 4-9 of the Broward County MPO Transit Development Plan displays the major public transit generators and attractors included in the 2030 Long Range Transportation Plan with an overlay of the existing BCT and Community Bus networks. Although most of the most dense employment and residential areas have some level of transit coverage, most notable is the absence of BCT fixed route coverage in the University area south of I-595, and the limited coverage provided by BCT to one of the most densely populated areas of the County (Lauderhill and Lauderhill Lakes), although there is good Community Bus coverage in that area.

(5) Roadway Level of Service

As shown in Figure 4-10, with the exception of the eastern portions of the County, the majority of roadways are expected to operate at Level of Service "F" in 2030.

(6) Pedestrian Access

Pedestrian access is vital to a successful and accessible transit system. The Broward MPO 2030 Long Range Transportation Plan (LRTP) Update includes the pedestrian as a transportation mode for evaluation. The Broward County MPO set in motion the process to ensure that a pedestrian-oriented plan be incorporated into the multimodal planning approach to transportation. As a result, the County adopted a long-range pedestrian facilities plan led the way for numerous pedestrian improvements Countywide, including requiring sidewalks along all new arterial and collector streets. More needs that have been identified in other local plans that require additional analysis include:

- Analysis of missing sidewalks on arterial and collector roadways
- Analysis of missing sidewalks around school districts
- Broward Greenways Plan
- Sidewalk and transit access conditions analyses in pedestrian focus areas of the county

The Sidewalk Condition and Transit Infrastructure Inventory Program was initiated by the Broward MPO to assemble a countywide GIS database of existing conditions for pedestrians and transit users. A Pedestrian Focus Group was established in 2001. The Pedestrian Focus Group meets annually to identify new areas to survey in the continued data collection effort. The information collected to date is used to identify sidewalk and bus stop deficiencies based on the methodologies weighting factors for pedestrian criteria, and adjust the GIS model accordingly.

On February 2005, the committee created a methodology change for selecting future areas. Based on the recommended approach, the new study areas will focus on ¼ mile buffer area around transit routes. Thus far, ten sub areas and BCT Routes 28, 72, 81, 62, 31, and 50 have been completed, documenting deficiencies at bus stops that connect to pedestrian attractors, community bus routes, and health/human/social service agencies.

In the near future, the Sidewalk Condition and Transit Infrastructure Inventory focus is on database enhancements and the construction of a web-base data location for all interested parties to submit and share information. This database will be in a GIS format, and will identify sidewalk and bus stop deficiencies as a tool for identifying priority areas for improvements.

(7) Conclusions

Due to Broward County's population growth, existing and anticipated roadway congestion, and fact that the County is nearing a "build out" scenario, there are significant opportunities to create a more transit friendly environment. In order to capitalize on the opportunities, the continued cooperation and coordination among all of the region's transportation partners will be necessary.

Ongoing efforts to introduce more premium services in Downtown Ft. Lauderdale and along several of the County's major corridors are timely, given a renewed interest in the environment and the rising sensitivity to fuel prices.

The Transit Corridors and Land Use Map confirms that the two systems are generally working in concert in Broward County. Although neither system is at its full potential, the projections for future investments in transit are in line with the areas that can support greater densities. The map also indicates specific locations where the future land use designations are not consistent with the anticipated levels of transit investment, and therefore, where land use plan amendments might be appropriate in the future.

Enhancements to existing BCT services and the introduction of new premium services, coupled with the County's focus on initiatives to influence land use by creating a "sense of place" through transit oriented development, are expected to have a much broader appeal to choice riders, and improve the level of satisfaction of BCT's existing ridership base.

B. Policies Within the Transportation Element of the Broward County Comprehensive Plan Which Address Supporting Redevelopment Through Transportation Services and Programs:

Policy 3.5.5. Through its membership and participation in the MPO, Broward County shall actively pursue a continuation of the current land use coordination practices in the maintenance of the County's long-range transportation plan, including:

1. Recognition of the Trafficways Plan component of the Broward County Land Use Plan as the basic system of designated corridors within which the future roadway network shall be planned, designed and constructed.

2. Recognition of the currently amended Broward County Land Use Plan in maintaining the socio-economic data base which in turn is the basis of forecasting future travel demand.

3. Recognition of the State's Strategic Intermodal System (SIS), a statewide transportation network including SIS roadways, connectors, and hubs.

4. Direct communications with Broward County's municipalities for review and comment on amendments to the adopted Year 2030 Highway Network in keeping with municipal planning objectives.

5. By 2011, modify and restructure the transportation planning process to enhance the relationship between land use and transportation planning. Examples of such restructuring could include coordinating the impact of land use decisions on the SIS / FIHS and the network of regional arterials that connect with other counties, encouraging corridor designations in local government comprehensive plans, as needed.

Policy 3.5.8. Broward County shall work with appropriate entities in its continued effort toward establishing a transit-oriented corridor overlay zoning districts along the County's 2030 LRTP identified high-capacity transit corridors as a means to increase land use densities and intensity and ensure economic vitality. The following factors shall be addressed:

1. Amend planning processes in addressing growth in the region to involve those who actually implement change, such as developers.

2. Assess the amount of undeveloped land and the potential for redevelopment of existing land along the corridor. Manage growth through coordinated land use and transportation corridors, hubs and intermodal connectors for the movement of people and goods to each segment of every community.

3. Evaluate the type of development incentives needed to encourage transit-oriented development (TOD) within a TOC zoning district. These incentives could include any combination of the following: reduced parking requirements; waiver or partial waiver of impact fees and other development related costs; public funding of transit-oriented development improvements (such as bus bays, bus benches and shelters, pedestrian facilities and connections to bus stop, etc.).

4. Implement the zoning and policy changes to link transit and land uses.

5. Create affordable housing opportunities along transit corridors.

6. Ensure diversity of economic opportunities for local, small, women-owned, and other minority-owned companies in the development and operation of our transit systems.

7. Develop public-private partnerships and develop interactive and coordinated information sensitive to cultural and language differences with the goal of increasing the use and support for multi-modal mobility.

Objective 3.12 Broward County shall implement the recommendations of the "Broward County Countywide Community Design Guidebook" which give priority to urban design, including the creation of a sense of place and transit oriented environment, in transportation planning and decision making.

Policy 3.12.1 Broward County shall maintain and enhance the public infrastructure necessary to support pedestrian and transit oriented development including accessible sidewalks, crosswalks, bridges and public spaces.

Policy 3.12.2 Broward County shall support the construction, improvement and maintenance of transit facilities countywide including shelters, lighting, trash receptacles and wayfinding systems.

Policy 3.12.3 Broward County shall integrate art in public places into transportation infrastructure such as traffic control boxes, street lighting poles and service area covers.

Policy 3.12.4 Broward County shall adopt pedestrian level of service standards (LOS) model, based on the 2002 Quality/Level of Service Handbook published by the Florida Department of Transportation (FDOT) for multi-modal transportation planning.

Policy 3.12.5 Broward County shall revise the Broward County Trafficways Plan and the Broward County Land Development Code to include the context-based corridor designations identified in the Guidebook for urban, suburban and rural land uses.

Policy 3.12.6 Broward County shall revise the Broward County Land Development Code

and applicable road design standards to incorporate performance guidelines for context-based design of pedestrian crossings at intersections and mid-block crossings.

C. Status of Implementation of Community Design Guidebook

(1) Demonstration Area: Historic Downtown Pompano Beach

Background and Objective

In the spring of 2002, the Broward County Board of County Commissioners identified the creation of a "sense of place" throughout Broward County as one of its priority goals. Toward that goal, the County contracted with the firm of Anthony Abbate Architects, in March 2003, to assist the Urban Planning and Redevelopment Department in preparing a Countywide *Community Design Guidebook*, which recommended design criteria in the areas of sustainable transportation options, civic beauty enhancement, population diversity, economic vitality and sustainability and, most importantly, the creation of a "sense of place."

The *Community Design Guidebook* designated four Demonstration Areas as a way of putting Guidebook principles into action. The historic area of Historic Downtown Pompano Beach (HDPB) was one such demonstration area, and local needs and objectives were assessed through a series of workshops. Subsequently, it was recommended that the development and adoption of a zoning overlay for the historic downtown area would preserve some of the historic look and feel while also fostering a pedestrian-oriented environment. The current project was then launched in the summer of 2006, when the Urban Planning and Redevelopment Department selected a consulting team, led by the firm of HDR, and including Dickey Consulting Services and Abbate Architects, to assist in the codification of certain design criteria related to the City's transportation, land use and zoning regulations.

Project Area

The HDPB Demonstration Area comprises approximately 12 blocks (bounded by Dixie Highway, Atlantic Boulevard, NE 4th Street and NE 3rd Avenue). Although this area forms the heart of this codification effort, the consulting team and City staff also looked at surrounding influences such as a planned redevelopment site (Northwest Pompano Beach CRA), located immediately to the west across Dixie Highway, and other current County projects, which include the future multi-modal transit station/bus terminal at the corner of Martin Luther King, Jr. Boulevard and Dixie Highway; and a proposed County library on the south side of Atlantic Boulevard, adjacent to Pompano Beach city hall.

Process

The project officially kicked-off in August 2006 with a Reconnaissance Tour of the downtown Pompano Beach area with the consulting team. The team also examined the City's current development regulations and other related documents, which included citizen input from previous meetings related to the future of historic downtown Pompano Beach. Two community workshops were held (December 2006 and April 2007) where citizens, business owners/operators and elected officials (including City Mayor Lamar Fisher and City Commissioner George Brummer) provided valuable input regarding their vision for the downtown area as it related to redevelopment and creating a "sense of place." All of this information was utilized by the consulting team and City staff in identifying preferred development patterns for HDPB.

"The current zoning codes for our City, as well as for other Broward municipalities, address development on vacant land," said Larry Schuster, acting director of the Pompano Beach Planning Department. "But redevelopment is another ballgame, and that's where the overlay districts are extremely helpful in getting the type of redevelopment that is appropriate." Schuster added that some of the suggestions made by the consulting team may be used elsewhere in the City for other redevelopment projects.

Implementation

Working closely with Pompano Beach city staff, the consulting team's recommended changes to the City's codes resulted in the creation of two new overlay districts, whose purpose is to promote cohesive development and redevelopment that will create a safe, attractive and pedestrian-oriented area through development incentives and guidelines related to parking, and landscaping requirements. Additionally, these regulations seek to recapture and/or preserve some of the existing elements of the district and its historic development pattern. These overlay districts include:

- ***Core Area***: a commercial overlay with an emphasis on retail uses and rehabilitation. The district, while oriented to local residents and compatible with adjacent neighborhoods, will also be a destination for residents from throughout the community.

- ***Transition Area***: a residential and commercial overlay with an emphasis on creating a pedestrian oriented mixed use environment. While oriented to local residents and compatible with adjacent neighborhoods, it will also be a destination for residents from throughout the community.

In addition to providing an attractive environment, the street types and pedestrian improvements will focus on connecting the area internally and to adjacent activity centers. The government center and proposed library to the south will be strongly tied to

the area north of Atlantic Boulevard. Finally, efforts shall be made to provide safe and clear connections to the new multi-modal transit center planned for the corner of Martin Luther King, Jr. Blvd. and Dixie Highway.

Adoption

An informational presentation was provided by the consulting team to the Pompano Beach Planning and Zoning Board (May 23) and the City Commission (June 5). The new overlay district ordinances were recommended for approval by the Pompano Beach Planning and Zoning Board at its June 7, 2007 meeting. The City Commission heard this item on September 11 and September 25, 2007, and adopted the ordinances at the September 25, 2007 hearing.

(2) Alternative Roadway Design Guidelines

On June 10, 2008, the Broward County Commission accepted the final report on Alternative Roadway Design Guidelines. To implement that report, specific amendments have been drafted to the Documentation of the Broward County Trafficways Plan, to the Broward County Land Development Code, and to the Minimum Standards (for roadways) contained in the Broward County Administrative Code. These proposed amendments were the subject of a public workshop held on October 21, 2008.

The proposals, if adopted, would establish a designation of "Context Sensitive Corridor" within the Trafficways Plan, with three potential sub-designations: Urban Core; Urban Main Street; and Urban Residential. Each of these categories would have optional design criteria within the Land Development Code and the County's Minimum Standards regulations, meaning that applicants within these corridors could request road design features that are not permissible within other Trafficway Corridors.

6. Demonstrate that the planned roadway improvements and other services and programs such as, transportation system management (TSM) and/or transportation demand management (TDM) strategies and incentives to use public transit (such as parking policies and provision of intermodal transfers), accomplish mobility within and through each concurrency management area.

Two of the proposed Level of Service Standards involve transportation system management (TSM) strategies. These strategies accomplish mobility by improving traffic flow and reducing congestion. Specifically, the Advanced Transportation Management System (ATMS) minimizes disruptions by providing enhanced incident management capabilities The video detection devices will increase and maintain the capacity of signalized intersections,

The remainder of the proposed Level of Service Standards involve systemwide enhancements to transit service in the TCMAs. Both of these are intended to address specific standards

established in the Transit Capacity and Quality of Service Manual. The upgrade of bus stops has a positive impact on both Service Coverage and Service Frequency, in terms of attracting users to the transit system. Establishing of a minimum average age for the bus fleet will enhance reliability.

The proposed Level of Service Standards are consistent with the Long Range Transportation Plan, adopted by the Broward County MPO. The MPO's Long Range Transportation Plan has been selected as a winner for the Federal Highway Administration's Environmental Excellence Award. Environmental Excellence Awards were established as a way of recognizing and acknowledging outstanding processes, projects, and people for their environmental contributions to our Nation's transportation system.

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

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

The previous and proposed LOS Standards for the TCMAs represent a partial implementation of the Long Range Transportation Plan, adopted by the Broward County MPO. The 2030 Long Range Transportation Plan (LRTP) is a group of transportation improvements designed to upgrade the transportation system in Broward County to meet the expected travel demand by the year 2030. The LRTP includes sections focused on air quality, livable communities and non-motorized transportation. The LRTP contains a true multi-modal set of improvement projects which will provide the county's residents, business people and visitors with travel options and reduce reliance on private automobiles. Transit services will be dramatically improved to allow for a far higher degree of commuter travel. Bicycle and pedestrian system improvements will ensure that shorter-distance trips and leisure trips can be safely addressed by these modes, and will contribute towards a sustainable future for Broward County.

A. Bus Stops and Shelters

(1) Excerpts from "From Bus Shelters to Transit-Oriented Development: A Literature Review of Bus Passenger Facility Planning, Siting, and Design". Report prepared for: Florida Department of Transportation Public Transit Office.

The bus stop acts as the interface between the other mobility networks and must be pedestrian accessible, ADA compliant, and must maximize the safety of riders transferring from one mode to another.

The most basic passenger facility for all transit agencies, great and small, is the bus stop. It is the point where the passenger and bus service meet. The bus stop acts as portal and node, connecting bus service with all other mobility networks in the city and region. As mentioned in chapter I, bus stops—from signs on the road to sophisticated intermodal stations —depend on good and safe handicapped, pedestrian, bicycle, and automobile accessibility in order to provide quality bus service that enhances non-auto mobility. Hence the location, design, spacing, and operation of bus stops are critical in transit system performance and customer satisfaction. Two major overriding considerations affect customer satisfaction. First, facility siting considerations stress safe and convenient accessibility to the bus stop for the bus patron (i.e., facilities must be adequately incorporated into the existing fabric of roads, pedestrian infrastructure, and public rights of way) while balancing the need for efficient bus operation and service schedule (i.e., facility placement should facilitate efficient service provision). Second, facility design considerations underscore amenitizing patrons' waiting time at the bus stop. Facility waiting time—a function of bus headways—and passenger volume strongly influence success in designing for passenger convenience, comfort and security.

(2) Excerpt from "Accessing Transit: Design Guidelines for Florida Bus Passenger Facilities". Report prepared for: Florida Department of Transportation Public Transit Office.

Shelters protect waiting passengers from exposure to the sun and rain. The minimal form of a shelter is an overhead canopy beneath which passengers wait for the bus. Optional side enclosures for shelters and the provision of other amenities under or near the shelter enhance the image of the transit service and offer a comfortable and convenient transit trip for patrons. In Florida it is of particular importance to design with the climate in mind. Solar radiation, heavy precipitation, and high relative humidity make waiting for the bus, especially in summer, extremely uncomfortable for passengers. As a result, allowing for shading, shelter, and ventilation are important considerations.

(3) Excerpt from "Accessing Transit: Design Handbook for Florida Bus Passenger Facilities - Version II". Report prepared for: Florida Department of Transportation Public Transit Office by Florida Planning and Development Lab Department of Urban and Regional Planning, Florida State University, July 2008.

Operations Factors

Bus shelters should be provided at any stop with at least 25 boardings a day. Bus shelters should also be provided at stops that are major generators of peak hour transit ridership

or are major transfer points between routes. Stops that attract large concentrations of patrons that are young, elderly, or temporarily or permanently disabled – such as universities, recreation centers, senior citizen housing facilities, or hospitals – should be sheltered. See Rule 14-20.003, F.A.C. for the placement of transit and school bus shelters.

(4) Excerpt from "Transit Capacity and Quality of Service Manual". Report prepared for Transit Cooperative Research Program, Transportation Research Board, National Research Council, January 1999.
Amenities

The facilities that are provided at transit stops and stations help make transit more comfortable and convenient to customers. Typical amenities . . . include the following:

- *Benches*, to allow passengers to sit while waiting for a transit vehicle.
- *Shelters*, to provide protection from wind, rain, and snow in northern climates and from the sun in southern climates. In cold climates, some operators provide pushbutton-operated overhead heaters at shelters located at major transit centers.
- *Informational signing*. Identifying the routes using the stop, their destinations (both intermediate and ultimate), and or scheduled arrival times.
- *Trash receptacles*, to reduce the amount of litter around the transit stop.
- *Telephones*, to allow passengers to make personal calls while waiting for a transit vehicle, as well as providing for the ability to make emergency calls.
- *Vending facilities*, ranging from newspaper racks at commuter bus stops to manned newsstands, flower stands, food carts, transit ticket and pass sales, and similar facilities at rail stations and bus transfer centers.
- *Air conditioning* on-board transit vehicles, to provide a comfortable ride on hot and humid days.

Transit operators usually link the kinds of amenities at a stop to the number of daily boarding riders at that stop. TCRP Report 19 provides guidelines for installing various kinds of transit amenities.

B. Congestion Management

(1) Description and references.
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- modal transportation system. This process is documented in the Congestion Management System (CMS) Plan. This CMS Plan is organized alphabetically by corridor, and within each corridor, by recommended priority of implementation. The prioritization, in addition to various effectiveness criteria, reflects compatibility with local issues and interests. The CMS Plan is therefore a set of implementable congestion

management strategies. Note that to effectively relieve congestion and provide improved mobility on these corridors, each of the recommendations listed in this CMS Plan would have to be implemented. A cost estimate and a possible funding source, if identified, is listed alongside each project. 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).

The documents listed below present Broward County's Congestion Management System Plan. The specific actions to mitigate congestion and improve the operational level of service on the corridors are listed in the documents. These recommended actions have been prioritized based on cost effectiveness and on public input as detailed in the "Identification and Evaluation of Congestion Management Strategies" document. The document details the procedure and process followed to obtain this congestion Management Plan for Broward County. The reader of this CMS Plan, is therefore, urged to refer to the document for an understanding of the background, technical details, and for a description of each project listed herein. Detailed information on Corridor Studies is available below.

Congestion Management System Plan -- (PDF file --- 29 pages, 656 Kb)

Identification & Evaluation of Congestion Management Strategies -- (PDF file --- 114 pages, 3,712 Kb)

Corridor Studies are undertaken as a direct result of Broward County's Congestion Management System (CMS) Plan. Congested corridors identified in the CMS Plan are then selected for detailed multimodal corridor studies. These multi modal corridor studies are conducted in accordance with CMS Plan guidelines. The purpose of a corridor study is to identify, develop, prioritize, and implement multi modal congestion management and mobility enhancement strategies for a selected corridor. Developing and implementing short range strategies other than road widening is the main intent of these studies.

The corridor studies include extensive data collection and in-depth analysis of multi modal transportation conditions. Performance measures and targets are set for four modes of transportation. The four modes examined are roadway, transit, bicycle, and pedestrian. After deficiencies and problems are identified and analyzed, appropriate strategies are recommended which would help mitigate congestion and improve mobility. Also included in the studies is an action plan to implement and monitor the recommended strategies. The following are the detailed corridor studies conducted thus far by the Broward County Metropolitan Planning Organization (MPO)

Oakland Park Blvd Corridor Study -- (PDF file — 105 pages, 34,441 KB)

State Road 7/US 441 Corridor Study -- (PDF File — 162 pages, 10,655 KB)

Atlantic Boulevard Multi modal Corridor Study -- (PDF File — 11 pages, 18,83 KB)

Sunrise Blvd Corridor Study, currently underway -- (PDF File — 23 pages, 23,741 KB)

Hollywood/Pines Blvd. Corridor Study, currently underway -- (PDF file - 312 pages, 6,429 KB)

The Broward County year 2030 **LONG RANGE TRANSPORTATION PLAN (LRTP)** identifies premium transit modes as part of its Transit System Needs. High performance transit studies are undertaken as a direct result of the LRTP. Premium transit modes identified in the LRTP are selected for detailed study, similar to the corridor studies listed above. The Transit "Bridge" is listed as one of the first premium transit services to be studied and implemented. The Transit "Bridge" study is a Major Capital Investment project following the guidelines of the **Federal Transit Administration's (FTA)** discretionary **New Starts program**.

Following is a summary of the Transit "Bridge" study: **Transit Bridge Study** (PDF file – 10 pages). Other high performance transit studies include the east/west central Broward and FEC corridor studies.

(2) Excerpt from the MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Program and Plan Development UPWP Task No.: 3.4
Task **CONGESTION MANAGEMENT PROCESS AND CORRIDOR PLANNING**

OBJECTIVES

- Maintain and update a Congestion Management Process (CMP) that functions as an integral part of the overall metropolitan transportation planning process
- Identify innovative options to make the process more effective and meet CMP requirements
- Identify highly congested transportation corridors

- Identify Transportation Demand Management (TDM) options for the CMP and provide technical support to TMAs
- Participate in Statewide and Broward County task forces to further coordinate the application of transportation strategies and projects within congested corridors
- Continue planning and development of fixed guide way and intermodal projects including a high capacity transit service along the US441/SR7 corridor, a Central Broward East West transit study, a Downtown Transit Circulator and the FEC corridor Alternatives Analysis

METHODOLOGY

- Annually update the CMP documentation
- Prepare a list of candidate study areas for MPO consideration
- Meet with District Traffic Operations and Traffic Management Center (TMC) staff for program coordination
- Manage and conduct detailed corridor, Major Capital Investments, and area and sub area mobility studies related to congested corridors
- Monitor the effectiveness of the process annually
- Coordinate with the TIP Priority Projects process
- Prioritize and select congested corridors for upcoming multimodal studies
- Provide technical support to the development of the Broward County Long Range Transportation Plan (Task 3.1) and the development of the Regional Long Range Transportation Plan (Task 3.2).

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2008: Advanced SR 7 prototype BRT station Preliminary Engineering (PE) and Design
- 2008: Completed analysis of the county's transportation network including freight and goods movement
- 2007: Advanced the Downtown Transit Circulator project within FTA's New Starts program
- 2006: Executed contract for the coordination, facilitation, and monitoring of congestion strategies

WORK PRODUCTS

- Ongoing: Active participation in Statewide and Broward County's congestion mitigation task forces.
- Continue SR 7 BRT station PE and Design/Build with previously approved $1.5 Million CMAQ funds. Work to be completed as part of the "Transit" Bridge project by 6/2010.
- Implementation of Transportation Demand Management options leading to the formation and support of TMAs, TMIs and commuter service agencies and programs by 6/2010.

- Ongoing: Participation in fixed guide way and intermodal projects including the project management of the Transit "Bridge" BRT and other high capacity transit services along the US441/SR 7 corridor, and the participation in the Central Broward East West, the Downtown Transit Circulator and the FEC Corridor major capital investment studies.
- Identify major capital investment projects to be included in the county's LRTP and the Regional LRTP by 12/2009.

C. Intelligent Transportation Systems

(1) Traffic Signal Interconnect/ATMS

The Traffic Engineering Division, Systems and Design Section, is responsible for the development, implementation and maintenance of the traffic signal system's component parts. This not only includes the central traffic control computer system and the local traffic signal controllers and coordinators but the actual communications network itself. Presently, over 1,000 intersections are controlled by our central computer system.

Currently, Broward County owns and maintains over 400 miles of traffic signal interconnect cable in underground conduit. The cable, extending from the control center located at 2300 West Commercial Boulevard to all parts of Broward County, is the link between the central control to all the traffic signals in the field. The cable is twisted pair copper, much like standard copper telephone lines, and ranges in size from 75 pair (trunk line) to 12 pair (local feeder).

Although copper has served us well in the past, the Division is now in the process of upgrading the overall traffic control system. One of the more exciting aspects of the project is the complete overhaul of the communications network from a copper based system to the newer, more efficient fiber optics system. This conversion, which is now underway, will continue over the next five to seven years.

The Advanced Transportation Management System (ATMS) includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. ATMS reduces congestion and improves flow by (a) minimizing signal coordination disruptions and (b) giving staff the capability to adjust signal timing immediately.
The current system in place is historically prone to the effects of cable cuts. Currently, a cable cut will knock out coordination to all signals that rely on that cable for coordination instructions. ATMS has redundancy, therefore any cable cuts can immediately be bypassed, eliminating coordination disruptions. Telephone and power companies routines employ this strategy when they experience cut cables.

ATMS will allow for signal timing to be adjusted from the central office, another signal

on the ATMS net2work, or at the signal itself. Currently, A technician or timing engineer must travel to and from a traffic signal in order to troubleshoot or make timing changes. This method is time consuming and at times impractical with current staffing levels.

ATMS is designed to be implemented in six phases. The Federal and State governments have provided partial funding for Phases l and ll. Phase 1 was fully funded in prior years. The FY 2009-203 capital program provides the funding to complete Phase ll and phase llla, which is approximately half of phase lll. Phase llla is funded with concurrency fees

(2) "Real-Time" Transit Technology

On June 5, 2008, Broward County Transit (BCT) introduced 'real-time' transit technology that displays and announces the estimated arrival time of the next bus. The new, information system was initially located at two bus stop shelters on Hwy. 441, located directly north and south of Oakland Park Boulevard, in the City of Lauderdale Lakes. 'Real-time' transit employs the global positioning system (GPS) equipment on-board the bus and cellular technology to update the electronic display signs. The two initial signs use FPL power already present at the bus stops; future display signs will use solar panel technology in shelters that are not equipped with pre-existing electrical feeds.

"This technology provides transit riders with information that they have requested and need," said Broward County Mayor Lois Wexler. "The information is not only displayed, a talking voice also tells riders when the next bus will arrive. It's easy for people to understand."

There are currently no American with Disabilities Act (ADA) requirements for a 'talking' component of these signs; BCT felt it would be a significant enhancement for those passengers that have sight impairments and limited reading skills.

The 'real-time' transit system was funded through a grant from the Florida Department of Transportation (FDOT). BCT has plans to install additional signs at major stops along the entire bus system when funds become available. Funding in the Broward County Capital Program for real-time signs totals $4,500,000 over FY2009 - 203.

(3) Excerpt from MPO Unified Planning Work Program

BROWARD COUNTY, FLORIDA, MPO
UNIFIED PLANNING WORK PROGRAM
PROGRAM PERIOD: July 1, 2008 - June 30, 2010

Section: Program and Plan Development UPWP TasK 3.10
Task: **INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

OBJECTIVES

Coordinate ITS Project Planning and Development and integrate it within the area's overall transportation planning process, developing and maintaining a regional ITS architecture, in accordance with the State ITS Architecture and the ITS National Architecture and Standards.

METHODOLOGY

- Work with the South Florida ITS coalition to support and maintain the Regional ITS Architecture.
- Coordinate with Port Everglades in their deployment of ITS and assist in funding new port access plans that meet security requirements.
- Coordinate ITS projects with FDOT, South Florida Regional Transportation Authority, Broward County Traffic Engineering Division, Broward County Transportation Department (formerly Office of Transportation, formerly Broward County Mass Transit Division), Broward County Emergency Management Division, Airport and Seaport, Regional Commuter Service agencies, and the area's TMAs.
- Perform cost benefit analyses for ITS alternatives and establish project priorities.
- Identify federal, state, and local funding for project implementation.
- Identify ITS strategies for traffic operation improvements for arterial corridors and freeways.
- Provide support for ITS, including support from private sector and educational and research organizations

PREVIOUS MAJOR ACCOMPLISHMENTS

- 2007: Provided technical assistance for the planning of signal priority systems along transit corridors
- 2007: Promoted ITS applications for the Freight and Goods Movement program
- 2006: Provided planning support to the ITS Coalition through the incorporation of safety goals

WORK PRODUCTS

On-going efforts on the following:

- Promote actions to incorporate ITS Freight applications into operating agencies work plans
- Public and private sector research support
- Establish interagency technical committees
- Prioritize list of ITS projects including transit applications of signal priority and real time information for express bus service in congested corridors
- Identify ITS Strategies for Arterial Corridors and Freeways

Note: In the FY 2009 – 203 Broward County Capital Program, $3,400,000 in funding for signal prioritization projects to improve bus traffic flow is provided.

D. Transit Enhancements

(1) New Express Service

Working in conjunction with BCTD, FDOT has plans to implement three new premium transit services as follows:

- **I-75 to Ft. Lauderdale Express** providing express bus connections between the western Broward County suburbs, Ft. Lauderdale International Airport and Downtown Ft. Lauderdale;
- **Sunrise to Ft. Lauderdale Express** providing new express and limited stop service at the Sports Area/Metropica area, South Florida Education Center, Tri-Rail and Downtown Ft. Lauderdale; and
- **Weston to Ft. Lauderdale Express** providing new express and limited stop service in Weston, South Florida Education Center, Port Everglades and Downtown Ft.
- Lauderdale. As currently programmed, there will be park-and-ride improvements, branded stations, transit signal priority infrastructure, and new buses. The total capital cost of the program is estimated at $15.7 million with an operating cost of $2.1 million per year.

(2) Bus Rapid Transit Improvements

Bus Rapid Transit Improvements are a series of physical and technological improvements that can be made to a corridor in order to make bus travel speeds comparable with light rail and/or heavy rail speeds. Improvements can be dedicated bus lanes, high capacity loading stations, fare pre-payment, signal priority, queue jumping, special branding and pricing of service. Broward County has either programmed or has identified need for BRT improvements on six critical corridors in the service area, as follows:

- Oakland Park Boulevard
- Broward Boulevard
- Hollywood Boulevard
- U.S. 1
- Sunrise Boulevard

Annual operating costs for these corridors was estimated by measuring the miles for the corridor length and determining the running times and buses needed in order to maintain a 10 minute frequency for each corridor, which is the frequency standard for peak service in any BRT system. BRT enhancements can be fully funded by FDOT or local funds and many criteria do not have to be met. However, if BCTD wishes to enter projects for consideration under the Federal New Starts, Small Starts, and/or Very Small Starts programs, then many planning and environmental criteria must be met in order to have a project rated by the Federal Transit Administration.

(3) I-95 Express Plan

The FDOT, working in partnership with Broward County Transit and Miami-Dade Transit, has developed a system-wide mobility project to reduce congestion and provide travel options in South Florida. 95 Express is a combined Bus Rapid Transit /Managed Lanes project which converts the existing High Occupancy Vehicle Lanes to limited access managed lanes. A major component of 95 Express will be the implementation of expanded and new Express Bus/BRT service (see Figure 4-6) that will provide a seamless connection without transfers for commuters riding the bus between Broward and Miami-Dade Counties, as well as connections to the proposed SR 7/441 BRT service. Five additional bus routes and up to 23 new, low emission buses are included in the operational strategy. Three of the routes will provide direct service to Downtown Miami, making use of the express lanes and two will provide express service on existing east-west arterial roadways. All routes will benefit from signal priority treatments on the corridor.

(4) Google Transit Trip Planner

As of June 19, 2008, bus passengers who prefer online trip planning assistance for travel on Broward County Transit (BCT) can log on to Google Transit™ at www.google.com/transit.

Google Transit is a feature of Google Maps™ that provides public transportation trip planning as an alternative to driving directions. Passengers start by entering their starting and ending destination and their expected departure or arrival time. Google Transit will provide them with up to three suggested trip plans, featuring trip maps, any transfer instructions, and estimated arrival times.

Icons show bus stop locations and arrows show the walking direction and distance to and from the bus stop. A cost comparison of the BCT trip versus taking an automobile provides information to those who are uncertain of the cost savings by using public transportation. Users of Google Maps can also click on the "Street View" button in Google Maps to see panoramic, street-level views where one can explore or zoom in on the final destination to become more familiar with the area they are traveling to and preview bus stops.

"Google Transit will allow us to reach out to new customers and provide them with an alternative to driving, especially with the cost comparison features," said Chris Walton, Director, Broward County Transportation Department. "We hope that this service will benefit a wide range of users and encourage more people to use public transportation. It can be helpful for anyone, from the first-time to the frequent bus rider."

Passengers can access the trip planner directly at www.google.com/transit, via directions searches in Google Maps, or by logging on to BCT's web site at www.broward.org/bct and click on Google Transit.

Google Transit and Google Maps are trademarks of Google Inc.

(5) Northeast Transit Center

Convenient public transportation to get you where you want to go, unique interactive public art, canopied bus platforms, "real time" bus schedule displays, bench seating and a "kiss and ride" passenger drop-off area are just a few of the amenities that will be available when the Northeast Transit Center in Pompano Beach is completed.

A groundbreaking ceremony to kick-off the project was held on Wednesday, September 19, 2007, "Public transportation needs to be convenient and comfortable in order to get people out of their cars," said Broward County Commissioner Kristin Jacobs, whose District 2 region includes a large portion of Pompano Beach. "The Northeast Transit Center provides an environment that encourages people to use the bus. The use of public transportation relieves traffic congestion and is good for the environment."

The Northeast Transit Center, Broward County Transit's first bus transfer center in the northeast portion of the county, will encompass almost 3.5 acres. Site landscaping will include a "pergola" located at the northeast corner, and interactive public artwork, titled Pompano Drum Circle, a grouping of sculptural percussion instruments created by artists Bill and Mary Buchen.

Broward County Transit routes 20, 42, 50, 60 and Pompano Beach Community Bus Service (blue route) will stop at the transit center. Bus passengers are currently accommodated at the existing bus stops on Dixie Highway, Dr. Martin Luther King, Jr. Boulevard and Atlantic Boulevard. Approximately 2,300 passenger boardings and close to 300 buses pass through the transit center area each weekday.

The Northeast Transit Center is part of the Dr. Martin Luther King, Jr. Boulevard Mixed-Use Redevelopment Project and a partnership of Broward County, Florida Department of Transportation, District IV and the City of Pompano Beach.

E. Analysis For Each TCMA

The programming of forecasted concurrency revenues, along with other transportation revenue sources, in contained in the Broward County Capital Program. These programmed projects are included in the Capital Improvement Element.

Northeast District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle

breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 90% of routes has already been achieved. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

One neighborhood transit center is programmed and funded in Pompano Beach, near the intersection of Atlantic Boulevard and Dixie Highway. Design of this facility is complete, and construction is expected to begin before the end of 2008.

The reduction in traffic signal communication failures will be achieved through the implementation of Phase IIIa of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase IIIa is programmed in FY 2010, FY 2011 and FY 2012.

North Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 90% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Construction of one neighborhood transit center is a condition in the development order for the Coral Springs Downtown DRI. It is to be located near the intersection of Sample Road and University Drive. No County funds are committed for this project. Condition 4.01 (Z) of the DRI Development Order requires that this NTC be open for use prior to the issuance of a certificate of occupancy for any use more than 1,401 net new two-way peak hour trips (50% of the total).

Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Construction of one neighborhood transit center is proposed to be a condition in the development order for the Lauderhill City Center DRI, currently under review. The proposed project consists of 46 acres of mixed use, located west of State Road 7, between N.W. 12 Street and N.W. 16 Street.

The reduction in traffic signal communication failures will be achieved through the implementation of Phase II of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase II is programmed in FY 2009 and FY 2010.

Port/Airport District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

The County is studying options for the direct movement of freight and passengers between Port Everglades and Fort Lauderdale Hollywood International Airport. This would serve to relieve significant segments of the Strategic Intermodal System in this District. The results of these studies will be incorporated into the Master Plans for the Port and the Airport.

As discussed above, to facilitate the transport of cruise passengers between the Airport and the Port, the Port Everglades Department and the Broward County Aviation

Department in conjunction with FDOT, jointly conducted a Project Development & Environment Study for the Broward County Intermodal Center and Automated People Mover (APM) system, followed by an Environmental Assessment, which is 95 percent complete. A public hearing of the Environmental Assessment was held in June 2009; but, since August 2009, the process has been on hold, pending development of a complete funding plan. Once potential funding is identified, the county and FDOT may restart the process and proceed to obtain a Finding of No Significant Impact, which would then allow the County to seek federal funds for the project FDOT, the Port, and the Airport have studied. Implementation of this system to move passengers between the two hubs would serve to relieve significant segments of the Strategic Intermodal System in this District. The results of these studies will be incorporated into the Master Plans for the Port and the Airport.

The Intermodal Center (IMC) is a transportation hub. It will provide a connection to commuters who use the other regional transit projects to access the Airport and Port Everglades. Additionally, the IMC could provide remote parking.

The People Mover will provide transportation between the Intermodal Center and the Airport or Port. This will provide convenient access to the employees of the Airport and Port, and to local residents and visitors who utilize these facilities. Additionally, the People Mover will enhance the capacity to transport cruise passengers, who use the Airport for their air travel and Port for their cruise.

Further information concerning this project can be found at:

www.broward.org/airport/community_airportexpansion_intermodalcenter.htm#FACT

Eastern Core District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 90% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Headways of 20 minutes or less on 40% of routes has already been achieved, and will be further exceeded with improvements programmed for FY 2009. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

In Downtown Fort Lauderdale, plans are well underway for a fixed route electric streetcar system, known as the Wave. This system is designed to connect all major hubs in Downtown Ft. Lauderdale including but not limited to: the BCT Terminal, the government complex, the riverfront, and the hospital district. Following evaluation of fourteen alternative alignments, a preferred alternative was selected.. Construction of the $150 million dollar capital project is scheduled to begin in 2010 with service initiation slated for 2012.

The preferred alternative would have a northern terminus at the intersection of Sistrunk Boulevard and N.E. Third Avenue, and a southern terminus at Broward General Medical Center (at the intersection of Andrews Avenue and S.E. 17 Street). Both of these station locations have high viability to become neighborhood transit centers.

The reduction in traffic signal communication failures is being achieved through the implementation of Phase I of the Advanced Transportation Management System (ATMS). ATMS includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion. Phase I is currently being implemented.

Sawgrass District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 15 minutes or less on 50% of routes has already been achieved. These routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

The working draft of the Development Order conditions for the Amerfirst/Metropica

DRI, dated 9-24-08, includes the following provision:

> 3.7.4 Within two (2) years after the issuance of a certificate of occupancy for the first new principal structure, a covered, lighted transit station, architecturally compatible with the development, shall be constructed on the north and south sides of Green Toad Road or another suitable location subject to approval by the City and Broward County Transit, which shall accommodate a total of four (4) buses at one time and shall include either within the transit station, or in a nearby structure, restrooms, seating, schedule information, fare information, leaning rails, trash receptacles and bicycle racks. The transit station shall also include a drop off and pick-up area to be utilized by the general public, taxi service, or other forms of vehicular transportation.

Southeast District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with County improvements programmed for FY 2009, and the FDOT programmed express service on Hollywood Boulevard. The programmed County improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

The Village of Gulfstream Park is an approved DRI, located with the City of Hallandale Beach, east of U.S. 1 and south of Hallandale Beach Boulevard. Within Exhibit 3 to the DRI Development Order, Item B-3 is: "Super Stop along the east side of US 1 south and/or north of 5th Street . . . with full array of the following amenities: [list of 17 amenities]".

Condition 18b of the DRI Development Order states: "Prior to the issuance of the first Certificate of Occupancy for any permanent structure in accordance with the Development Program provided in Condition 6, the Applicant shall fund, construct or cause the construction, as applicable, of the following improvements outlined in Exhibit 3:

. . .

- Item B-3

. . . "

In the Biennial Status Report for this DRI, dated May 21, 2008, the commentary on this requirement notes that no certificates of occupancy have been issued for any permanent structures on site, and that the applicant has submitted plans for all of the Group B improvements.

South Central District

The increase in peak-hour weekday fixed-route ridership will be achieved primarily through two programs, both funded partially from concurrency revenues: (1) bus stop improvements, which will include ADA compliance, additional shelters, and other enhancements; and (2) bus replacements, which will decrease the frequency of vehicle breakdowns, thereby improving system reliability.

Headways of 30 minutes or less on 80% of routes will be achieved with improvements programmed for FY 2009. These improvements are not displayed in the recommended Capital Program, because they are funded by concurrency revenues and County general funds previously programmed in FY 2008, and carried over into the next year. After the standard is achieved, these routes will be monitored annually to determine whether additional buses are needed to maintain the headways. This would normally be caused by a decrease in travel speed on the route, due to increasing vehicle volumes. However, roadway volumes in general have not been increasing lately, due to high fuel costs, increased modal shifts, and slowed population growth.

Two neighborhood transit centers are in operation in this District. One is on the campus of Nova Southeastern University, east of University Drive in Davie. The other is in the Miramar City Center complex, located between Hiatus Road, Red Road, and Miramar Boulevard.

Overall

The increase in the number of bus stop shelters is included under "Bus Stop Improvements" in the Recommended Capital Program. The concurrency revenues are allocated in FY 2012 and FY 203, but the overall program has funding allocated for each of the five years in the program.

The policy to maintain the specified maximum service volumes on arterial roadways within each TCMA is implemented by an annual analysis performed after the previous year's traffic count data is available.

Policy 3.4.2 - Level of Service Standards. The concurrency management system shall establish the following transportation level of service (LOS) standards.

Policy 3.4.2.1. Within Transportation Concurrency Management Areas, the

transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 203:

Northeast District. Implement Phase 3A of the Advanced Transportation Management System (ATMS) within this District; install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

North Central District. Install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

Central District. Implement the Advanced Transportation Management System (ATMS) within this District; install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

Port/Airport District. Install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

Eastern Core District. Implement the Advanced Transportation Management System (ATMS) within this District; install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

Sawgrass District. Implement the Advanced Transportation Management System (ATMS) within this District; install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

Southeast District. Install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less.

South Central District. Install video detection devices at signalized intersections of County roads; upgrade 150 bus stops per year, countywide; maintain average age of bus fleet at 6 years or less;

Overall - maintain the maximum service volumes on arterial roadways within each District, as displayed below:

Table 3-45
Peak Hour Two Way Maximum Service Volumes*

	Eastern Core District	All Other Districts
Two-lane arterials	**2,485**	**2,555**
Four-lane arterials	**5,267**	**5,442**
Six-lane arterials	**7,910**	**8,190**
Eight-lane arterials	**10,342**	**10,605**

***The Maximum Service Volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas", published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.**

This Level of Service Standards were established in consultation with affected municipalities, transportation providers, the MPO, FDOT and other interested parties. See the "Review by Others" section of the supporting documents.

Information related to Concurrency Level of Service Standards

1. Implement the Advanced Transportation Management System (ATMS**).** The Advanced Transportation Management System includes the deployment of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs to improve traffic flow and reduce congestion.

   ATMS reduces congestion and improves flow by (a) minimizing signal coordination disruptions and (b) giving staff the capability to adjust signal timing immediately.

   The current system in place is historically prone to the effects of cable cuts. Currently a cable cut will knock out coordination to all signals that rely on that cable for coordination instructions. ATMS has redundancy therefore any cable cuts can immediately be bypassed therefore eliminating coordination disruptions. Telephone and power companies routinely employ this strategy when they experience cut cables.

   ATMS will allow for signal timing to be adjusted from the central office, another signal on the ATMS network or at the signal itself. Currently, a technician or timing engineer must travel to and from a traffic signal in order to troubleshoot or make timing changes. This method is time consuming and at times impractical with current

staffing levels.

Countywide implementation of ATMS is designed to be completed in six phases. For this five-year period, implementation of Phases l, II and IIIA are programmed, corresponding to the Northeast, Eastern Core, Central, and Sawgrass Concurrency Districts.

2. Install video detection devices at signalized intersections. Video detection devices are low-resolution cameras, installed alongside traffic signals, to provide the signals with data that determines how much green time is needed for the various movements at that intersection. They are replacing loop detectors, embedded in the roadway, which have previously served this function.

   Video detection systems for traffic signal operation have the following advantages: (a) pavement conditions or construction activities do not impact traffic signal actuation and (b) detection failures can be restored within hours.

   Traditional in-pavement loops are a high maintenance traffic signal feature. Construction activities, roadway repaving and older pavement typically experience failed loops. When a loop fails, a traffic signal is set to time a fixed amount of time 24 hours a day. The traffic signal loses its responsiveness and causes unnecessary delays during most times of the day and overnight. In-pavement loops cannot be repaired – they must be replaced which entails scheduling a crew of three, blocking lanes of traffic and sawing new grooves into the pavement. In short, it is a small scale construction project.

   Video detection is not dependent on pavement conditions. Vehicle detection zones are programmable and adjustable as needed (in-pavement loops are in a fixed position) and failures can be restored by one technician. A significant reduction in down time and maintenance is realized. This strategy is aimed at increasing and maintaining the capacity of the intersection.

3. Upgrade 150 bus stops per year, countywide. As of March 2007, there are approximately 5030 bus stops in Broward County. Approximately half of the bus stops have benches, but less than 10% have shelters and approximately 12% have bus bays. About 50 % of the bus stops have no infrastructure.

   The Transit Capacity and Quality Service Manual illustrates that bus stops infrastructure helps make transit more comfortable and convenient to the user. Bus stop infrastructure may include some or all of the following elements:

   - Compliance with ADA regulations
   - Paved passenger waiting and loading areas

- Sidewalks of adequate width for convenient access
- Shelter with ample seating
- Informational signage
- Landscaping for shade and enhancement
- Direct pedestrian access into adjacent neighborhoods and businesses
- Vending facilities
- Trash receptacles
- Good lighting
- Street geometrics to accommodate buses (including bus bays)

Of the six standards established in the Transit Capacity and Quality of Service Manual, this proposed LOS standard affects both Service Coverage (in terms of the distance from each stop that will attract users) and Service Frequency (in terms of how long users are willing to wait for a bus).

4. Maintain average age of bus fleet at 6 years or less. Maintenance of an average bus fleet age of less than 6 years is an established benchmark in the pubic transit industry, and is sistent with the Federal Transit Administration (FTA) guidelines for vehicle life. This also ensures that vehicles are being replaced at reasonable intervals, and that a variety of vehicle types (small buses, standard buses and articulated buses) are also accounted for as the fleet plan is developed and implemented.

   As of November of 2007, the estimated average age of the Broward County Transit bus fleet was 5.5 years.

   Of the six standards established in the Transit Capacity and Quality of Service Manual, this proposed LOS standard most closely correlates to Reliability.

   Additional data and analysis to support the table 'Peak Hour Two Way Maximum Service Volumes" is included in Appendix E-8.

   Policy 3.4.2.2. Within standard concurrency districts, the transportation LOS standards for the purpose of issuing development orders and permits are:

   - Northwest District - the generalized two-way peak-hour LOS D standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002).

   - Southwest District - the generalized two-way peak-hour LOS D standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002). with the following exceptions:

   - Interstate 75, from U.S. 27 to Collier Co. line- LOS B

- United States 27 (State Road 25), from I-75 to Palm Beach County line - LOS B

These roadway levels of service standards have been updated to match current FDOT standards. There are no facilities within these Districts which currently have a "110 maintain" standard. The standards on Interstate 75, Interstate 595, U. S. 27, and the Sawgrass Expressway, within these Districts, are determined by the Florida Department of Transportation.

Policy 3.4.3 - Level of Service Standards for Long Range Planning. The transportation LOS standards for the purpose of long range transportation planning shall be:

1. For Strategic Intermodal System (SIS) Facilities and Transportation Regional Incentive Program-funded Facilities, the LOS standards as identified in Policy 3.4.2.3.

2. For roadways not on the SIS (including connectors), and not funded in accordance with Section 339.2819 F.S. (TRIP), the generalized two-way peak-hour LOS "E" standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within the Eastern Core District, and the generalized two-way peak-hour LOS "D" standard volumes depicted on Table 4-4, Quality/Level of Service Handbook, Florida Department of Transportation, (2002) within all other Districts.

3. When LOS standards are developed for SIS connectors, the County will evaluate adoption of these standards

The Department of Community Affairs required that, even when adopting a LOS standard for concurrency purposes that is not based on roadway congestion, a traditional roadway LOS standard must remain in effect for other purposes, such as long range planning.
The only change from the previous policy is the proposed Level of Service "E" Standard, for long range planning, within the Eastern Core District. The following data is presented in support of this change:

A) Previous Overcapacity Conditions

The following roadways within the Eastern Core District were overcapacity (on a daily basis) at the time of the initial adoption of the Comprehensive Plan (1989):

- Sunrise Boulevard, from I-95 to NW 7 Avenue, and, from NE 3 Avenue to NE 15 Avenue;
- Broward Boulevard, from I-95 to Andrews Avenue;
- Davie Boulevard, from I-95 to Andrews Avenue;

- U.S. 1, from Eller Drive to State Road 84, and, from SE 7 Street to Broward Boulevard;
- Andrews Avenue, Broward Boulevard to SE 2 Street.

Of the 18 road segments in the above category, 3 are currently overcapacity during the p.m. peak. Of the remaining 5 segments, all but one is above 90% of capacity. Only the Andrews Avenue segment is not approaching the official peak hour capacity currently. However, the presence of an often-used drawbridge, just south of this segment of Andrews Avenue, is not factored into the capacity.

B) Planned Improvements

The only roadway improvement projects, within the Eastern Core District, in the 2025 LRTP are:

- The one-way pairing of Andrews Avenue and S.E. Third Avenue; and
- The 7th/9th Connector, which addresses a two-block offset between a major approach road to downtown from the north and a multi-lane road through the core area.

C) Future Demand and Overcapacity Conditions

Data collection and modeling was completed in 2002 for a study of potential transportation solutions for the downtown Fort Lauderdale urban core. This "RAC Subarea Mobility Study" covers the area from Sunrise Boulevard on the North to Davie Boulevard on the South, and from S.W. 4th/7th Avenue on the west to U.S. 1 on the east. Within this area, the following results were shown in the study:

- Approved committed projects which are unbuilt represent 6,230 p.m. peak hour trips. This includes 4,698 residential units, 576,600 square feet of office, and 242,674 square feet of retail.

- 11 of 14 roadways in the area are projected to be overcapacity in the p.m. peak by 2005, even with planned roadway improvements.

- The Study recommends substantial improvements in the areas of transit service, parking, access and signage, and ridesharing. Even with these non-roadway enhancements, forecasts for the Year 2020 still show 11 of 14 roadways overcapacity in the p.m. peak.

Outside of this core area, the 17th Street Corridor, leading to the Broward County Convention Center and Fort Lauderdale Beach, is heavily congested. The closure of Port Everglades to through traffic, due to security needs, has eliminated a major alternative

route to these destinations. However, substantial amounts of new development are already underway or are approved for the corridor. A By-Pass Road, which is to be implemented in phases, is included in the Port Everglades 5-Year Master Plan, has been designed to allow the public to travel between the intersection at Eisenhower Boulevard and 17th Street to Spangler Boulevard and U.S. 1 without passing through a Port security gate. It essentially "carves out" the Convention Center from the Port, thus allowing the public direct access to the Convention Center from 17th Street. Constructing the By-Pass Road will mitigate traffic congestion on U.S. 1, between Spangler Boulevard and 17th Street and on 17th Street between U.S. 1 and Eisenhower Boulevard.

Policy 3.4.4. The Broward County Commission shall include in its adopted Capital Program projects that are projected to achieve the level of service standards for each District listed in **Policy 3.4.2.1.** The County Commission shall ensure that the Capital Program is a financially feasible plan. The Capital Program shall be updated annually, and its transportation component shall be consistent with the Long Range Transportation Plan adopted by the MPO.

The County's Capital Program is being substituted for the County Transit Program, as the annually adopted program to implement the Level of Service Standards, to reflect the wider range of enhancements that are now being considered for inclusion. The inclusion of the MPO in the process is being switched to a consistency role, rather than an approval role. This will treat the County's transportation program in a similar fashion as the programs of other agencies which participate in the MPO.

Policy 3.4.5. *Building permit applications require concurrency satisfaction*. Prior to application for a building permit with any local government within Broward County, the applicant shall obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government shall accept a building permit application, nor issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate has been presented. The County Commission may adopt land development regulations which exempt from this requirement categories of building permits that clearly do not create additional transportation impacts.

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

The anticipated outcome of this policy is that the Transportation Concurrency

Satisfaction Certificate would be obtained from the County's Development and Environmental Regulation Division at the same time as the EPGMD Approval is obtained prior to application for a building permit.

Broward County Land Use Plan text amendment PCT 03-4, adopted on December 9, 2003, established a similar process for the collection of transportation and educational impact fees, via **Policies 12.01.10** and **8.07.04**, respectively.

Concerning categories of building permits that clearly do not create additional transportation impacts, staff will recommend, at a minimum that permits that do not require EPGMD environmental approval will also not require a Transportation Concurrency Satisfaction Certificate. See Excerpt from "DPEP Land Use and Permit Division's Technical Bulletin No. 2000-0" in Appendix E-4.

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

Policy 3.4.6. *Conditions to Satisfy Concurrency Requirements*. Broward County shall issue a Transportation Concurrency Satisfaction Certificate, relative to a building permit application, under any of the following circumstances:
1. If the building permit application is on property within a recorded plat that was approved by the County Commission on or after March 20, 1979, and before December 21, 2004; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the County Commission's finding of satisfaction of transportation concurrency for the plat has not expired; and the plat is not in violation of an agreement with **Broward County with respect to transportation** concurrency.

2. If the building permit application is on property for which Broward County has made a finding of vested rights with respect to transportation concurrency; and the building permit application is consistent with the level of development under which the plat was approved by the County Commission; and the plat is not in violation of an agreement with Broward County with respect to transportation concurrency.

3. If the building permit application is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact

(DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.

4. If the building permit application is for property within Transportation Concurrency Management Area; and the applicant has paid to Broward County a Transportation Concurrency Assessment, as described in **Policy 3.4.7**, for the development proposed in the building permit application.

5. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a residential building, and does not increase the number of dwelling units within that building nor change the type of units.

6. If the building permit application is for property within a Transportation Concurrency Management Area; and the application is for an addition to, replacement of, or renovation to a non-residential building, and does not increase the number of peak-hour trips generated by the building.

7. If the building permit application is for property within a standard concurrency district; and the application is for property within a recorded plat that was approved by the County Commission after December 21, 2004; and a finding of satisfaction of transportation concurrency was made for that plat by the County Commission in accordance with **Policy 3.4.12.**, and has not expired; and the building permit application is consistent with the level of development under which the plat is currently approved by the County Commission; and the plat is not in violation of an agreement with Broward County with regard to transportation concurrency.

8. If the building permit application is for property within a standard concurrency district, and the application is for one single family or duplex unit, and the property is not within a recorded plat that was approved by the County Commission on or after March 20, 1979, and the impact of the proposed development would not exceed the adopted LOS standard of any affected designated hurricane evacuation routes.

9. If the building permit application is for a public transit facility. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage or aircraft. As used in this paragraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

10. At the option of a municipality, **policies 3.4.7.5** and **3.4.7.6** may be modified, so that if a building permit application with that municipality is for property within a Transportation Concurrency Management Area, and said property is unplatted or platted prior to March 20, 1979, then the applicant shall be subject to a Transportation Concurrency Assessment based on the total peak-hour trips generated by the use proposed in the building permit application, regardless of the prior use permitted or built on the property. This option can only be exercised by a municipality adopting such a provision in its Comprehensive Plan.

11. The County Commission may, by Ordinance, provide that a Transportation Concurrency Satisfaction Certificate shall be issued, relative to a building permit application, if the proposed development is a project which promotes public transportation and is located within a Regional Activity Center as described in and defined by the Broward County Comprehensive Plan, and is within an area that contains major public and private postsecondary institutions of higher learning. The impact of the proposed development on the Florida Intrastate Highway System, as defined in Section 338.001, F.S. shall be considered in issuing said Certificate.

[Paragraph 1] Development within a recorded plat for which road impact fees have been paid, or for which concurrency has already been satisfied, would not be subject to concurrency again at the building permit stage. March 20, 1979 is the date when Broward County began assessing road impact fees.

[Paragraphs 1 and 7] December 21, 2004 is the effective date of Amendment 04-2-T1, which initiated the new concurrency system.

[Paragraph 2] Vested Rights determinations are discussed at Section 5-181(m) of the Broward County Land Development Code.

[Paragraph 4] The number of trips generated by a proposed development will be calculated based on peak-hour trip generation rates adopted by the County Commission.
[Paragraph 7] Within the two standard concurrency districts, concurrency findings will continue to be made by the County Commission at the time of plat approval.
[Paragraph 9] This change reflects new language in 163.3180(4)(b), adopted by the State Legislature in 2007.

[Paragraph 10] The County has received municipal requests for this option to be available. Lands platted prior to March 20, 1979 are not, in general, vested by Broward County for transportation impacts.

[General] Previous use of a de minimis exception to concurrency have been based on the idea that it was too burdensome for a very small project to satisfy concurrency

requirements, and that there were few mitigation measures of a scale suitable for very small impacts. Under these policies, this rationale is no longer valid, and the process is made convenient for the applicant. Therefore, no de minimis provision is included in these policies.

Appendix E-3 compares the portions of this Policy to the conditions of the existing Transportation Element, and to provisions of the Florida Administrative Code. The table shows that all portions of existing **Policy 3.4.2** have been continued, except for Paragraphs 1 and 5. Paragraph 1 of the existing policy deals with Transportation Concurrency Exception Areas (TCEAs), which are being eliminated. Paragraph 5 addresses "urban redevelopment projects', which should no longer be considered a special case, as most of the County is undergoing urban redevelopment.

Policy 3.4.7 –*Transportation Concurrency Assessment*. The Transportation Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant (for each year) dollar figure for each District that represents the aggregate cost per trip of achieving all the LOS Standards for that District. The County Commission may adopt land development regulations which enable exemption from the assessment calculation of high-cost transit projects, such as fixed-guideway facilities.

Policy 3.4.8 *Credit for Transit Oriented Development*. The Broward County Commission may adopt land development regulations which provide for credits against the Transportation Concurrency Assessment encourage transit usage.

The draft 2004 Evaluation and Appraisal Report (EAR), Section III.2, lists the following Transit-Oriented Design features:

- Centrally located transit stop or station;
- Walkable, with pedestrian network;
- Buildings at street line - no setbacks;
- Transit supportive density;
- Parking ratios lower where transit is available;
- Cluster buildings for more efficient transit;
- Grids not cul-de-sacs;
- Mix the uses to limit trips (commercial, mixed residential and office);
- Integration of transit stops and necessary shelter;
- Landscaped pedestrian and bicycle paths; and
- Bicycle and pedestrian networks that minimize conflicts with the automobile.

These are the type of criteria that will be considered in developing the land development regulations to support this policy.

Policy 3.4.9 & 3.4.10 *Waivers.* The Broward County Commission may adopt land

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

Any local government may adopt land development regulations which provide for a waiver of the Transportation Concurrency Assessment for a class of development on property within that municipality, provided that all such waived Assessments are paid to Broward County by the municipality, or by a source designated by the municipality. Examples of the "health and safety" waiver category include police stations, fire/EMS facilities, public hospitals and clinics. General purpose government facilities, such as libraries and offices, would not be covered under this policy.

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

Policy 3.4.11 *Assessment Revenues.* The revenues from the Transportation Concurrency Assessments shall be used solely to fund the transportation enhancements within the Capital Program which are in the District corresponding to the location of the proposed development. However, the Broward County Commission may adopt land development regulations which set aside up to five percent of such revenues for the following purposes:

1. to serve as the designated funding source for waivers granted under **Policy 3.4.9**.; and/or
2. to fund costs of administering the concurrency management system and developing the Capital Program.

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

Policy 3.4.12. Mitigation in Standard Concurrency Districts. Within standard concurrency districts, the concurrency management system shall provide that a finding of satisfaction of transportation concurrency be made, when a roadway exceeds its adopted LOS standard provided one or more of the following mitigation measures apply:

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

2. There is an approved action plan to accommodate the traffic impact of the development, and implementation of the plan has been committed to in a written agreement approved by the property owner(s), the appropriate municipality, and the County Commission.

3. The necessary improvements to provide a LOS D are under construction at the time a permit is issued.

4. The necessary improvements to provide LOS D are the subject of a binding executed contract for the construction of the facilities.

5. The necessary improvements for the LOS D have been included in the first two (2) years of the adopted state or county five-year schedule of transportation improvements and the applicable government entity makes a determination that a binding contract for the implementation of said improvements will be executed no later than the final day of the second fiscal year of the original schedule.

6. The necessary improvements for the LOS D have been included in the first two (2) years of the adopted municipal five-year schedule of transportation improvements and the municipality has entered into an interlocal agreement with the County, which interlocal agreement will include assurances by the municipality, upon which the County may rely, that at the time a development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of a building permit.

7. The necessary facilities and services for LOS D are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes; provided that road improvements required by a Development of Regional Impact (DRI) development order shall not be considered for concurrency determinations for the property outside the DRI boundaries unless the above conditions 3, 4, 5, or 6 apply.

8. The proposed development is found to have vested rights with regard to any affected road segment in accordance with the provisions of Chapter 163, Part II, Florida Statutes, or a common law vested rights determination made as to that road segment in accordance with procedures set forth within the land development regulations adopted by the Board of County Commissioners. The proposed development must meet concurrency for any road segment for which a vested rights determination has not been made.

9. An impact of one single family home or duplex will constitute a de minimis impact on all roadways regardless of the level of deficiency on the roadway. Further, no impact will be de minimis if it would exceed the adopted LOS standard of any affected

designated hurricane evacuation routes.

10. The proposed development is for property within, and for development in accordance with and as authorized by, an approved Development of Regional Impact (DRI) or a Florida Quality Development (FQD) development order which development order was either issued prior to the adoption of the 1989 Broward County Comprehensive Plan or was issued after being reviewed for, and satisfying, Broward County's transportation concurrency requirements.

11. The proposed development is a public transit facility. For the purposes of this paragraph, public transit facilities include transit stations and terminals; transit station parking; park-and ride-lots; Intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the maintenance or storage or aircraft. As used in this paragraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

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

This Policy would be used only in the Northwest and Southwest Districts.

Appendix E- 3 compares the portions of this Policy with the corresponding policies of the existing Transportation Element, and with the provisions of the Florida Administrative Code. The only portion of previous **Policy 3.4.3** that has been deleted is Paragraph 8, which refers to the "110 percent maintain" LOS Standard. Neither of the two proposed Standard Concurrency Districts contain any road segments which were designated as "110 maintain".

The change to paragraph 11 of this Policy reflects new language in 163.3180(4)(b), adopted by the State Legislature in 2007.

At the time of the 2004 amendment of the Transportation Element, the Department of Community Affairs advised that, even in a Transportation Concurrency Management Area, there must be criteria established by which a proposed development satisfies or fails to satisfy concurrency standards. However, since that time, s. 163.3180 (16) F.S. has been added, requiring each local government to adopt by ordinance a methodology for assessing proportionate fair-share mitigation options. The Assessment described in **Policy 3.4.7** fulfills this State requirement. Specifically, s. 163.3180(16)(c) states: "Proportionate fair-share mitigation may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the

development and such improvements may address one or more modes of travel." Further, s. 163.3180(16)(f) states: " The funding of any improvements that significantly benefit the impacted transportation system satisfies concurrency requirements as a mitigation of the development's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities."

Therefore, within a TCMA, if an application for development were to "fail" concurrency, it would still have the ability to pay the proportionate fair-share assessment described in Policy 3.4.7, and would end up being treated like all other development applications. Because of this, there is no longer any rationale for keeping Policy 3.4.3 in the Transportation Element.

Policy 3.4.14. *No impact fees*. A building permit application that is subject to a Transportation Concurrency Assessment by Broward County shall not be subject to impact fees for regional transportation facilities by Broward County or by a municipality.

Because the Transportation Concurrency Assessment is calculated to account for all of the trips generated by the proposed development, no other transportation-related impact fees are appropriate. This proposal also precludes any additional assessment due to impacts on SIS/FIHS facilities.

Policy 3.4.23. An application for a Development of Regional Impact, as governed by Chapter 380.06, Florida Statutes, shall satisfy the regional transportation concurrency requirements of Broward County if the DRI Development Order complies with the following:

1. If the DRI is located within a Standard Concurrency District, the Development Order shall require that either

(a) The DRI Development must undergo plat review and obtain plat approval from Broward County, prior to the issuance of any building permits within the DRI, and said plat or plats shall satisfy the concurrency requirements as stipulated in the Broward County Land Development Code; or

(b) The DRI Development must be the subject of an agreement between the property owner(s), the municipality, and Broward County, executed and recorded prior to the issuance of any building permits within the DRI, wherein the proposed development satisfies the County's concurrency requirements in the same manner as if it were required to obtain plat approval.

2. If the DRI is located within a Transportation Concurrency Management Area, the Development Order shall stipulate that the regional transportation concurrency requirements of Broward County shall be satisfied prior to the application for each

building permit within the development, in accordance with **Policies 3.4.5** through **3.4.10** of the Transportation Element, and the corresponding provisions of the Broward County Land Development Code. In addition, if the DRI development is also the subject of a proposed amendment to the Broward County Land Use Plan, then the County Commission shall consider, as part of the review of the Land Use Plan amendment, whether to revise the County Capital Program and/or the level of service standards, with respect to the appropriate Concurrency District(s), based upon the expected travel demands and impacts of the DRI Development.

3. If a DRI is located within a Transportation Concurrency Management Area, and is expected to significantly impact state and regional roadway segments within an adjacent Standard Concurrency District, then the provisions of paragraph 1 of this Policy shall be applied to the proposed development, to derive additional concurrency mitigation requirements, if any, within the adjacent Standard Concurrency District.

4. If a DRI is located within a Standard Concurrency District, and is expected to significantly impact state and regional roadway segments within an adjacent Transportation Concurrency Management Area, then the mitigation required under Paragraph 1, for roadway segments in the adjacent Transportation Concurrency Management Area, may include a contribution to one or more of the enhancements included in the Capital Program for that adjacent District.

5. Satisfaction of the County's regional transportation concurrency requirements by a DRI Development Order does not preclude the need to address mitigation of transportation facility impacts for that DRI, as required under Rule 9J-2.045, Florida Administrative Code, entitled the Transportation Uniform Standard Rule, except as provided under paragraph 8 of this Policy. For the purposes of calculations under the Transportation Uniform Standard Rule, the Level of Service Standards contained in **Policy 3.4.3** of the Transportation Element shall apply.

6. The County shall adopt regulations addressing the granting of credit against concurrency requirements for mitigation performed pursuant to the Transportation Uniform Standard Rule.

7. The provisions of this Policy shall apply equally to a proposed Florida Quality Development, as governed by Chapter 380.061, Florida Statutes.

8 A development of regional impact may satisfy the transportation concurrency requirements of the County's comprehensive plan and its concurrency management system, and of s. 380.06, F.S. by payment of a proportionate-share contribution for local and regionally significant traffic impacts, if the provisions of Section 163.3180 (12). F.S. are met.

9. Broward County and the developer of affordable workforce housing units developed in accordance with s. 380.06(19) F.S. or s. 380.0651(3) F.S. may identify an employment center or centers in close proximity to the affordable workforce housing units. If at least 50 percent of the units are occupied by an employee or employees of an identified employment center or centers, all of the affordable workforce housing units are exempt from transportation concurrency requirements and the local government may not reduce any transportation trip-generation entitlements of an approved development-of-regional-impact development order. As used in this policy, the term "close proximity" means 5 miles from the nearest point of the development of regional impact to the nearest point of the employment center and the "employment center" means a place of employment that employs at least 25 or more full-time employees.

Paragraph 8 of the above Policy reflects the current language of s. 163.3180(12), F.S.

Paragraph 9 of the above Policy reflects the current language of s. 163.3180(17), F.S., added during 2007.

D. Transportation and Population Characteristics**.** Rule 9J-5.019, FAC, requires:

1. Auto availability and vehicle occupancy rates. The 2000 U.S. Census identified automobile availability by tabulating the number of households with zero, one, two, and three or more vehicles. Table 3-40 shows auto availability for Broward County and Florida. The U.S. Bureau of the Census, 2004 American Community Survey, Table B25044, shows Broward County has an automobile availability rate of 1.6 automobiles per household. The Broward County's Florida Standard Urban Transportation Model Structure (FSUTMS), Travel Forecast Estimate also reports that in 2000, the Broward County average daily vehicle occupancy rate is 1.35 persons per vehicle.

Table 3-40
Vehicles Available for Occupied Housing Units (2004)

Jurisdiction	0 Vehicles	1 Vehicle.	2 Vehicles.	3 or More Vehicles
Broward County	7.5%	42.5%	38.5%	11.5%
Florida	6.5%	40.3%	39.7%	3.5%

Source: U.S. Bureau of the Census, 2004 American Community Survey , Table B25044.

2. Transportation disadvantaged. Transportation disadvantaged persons are individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. This segment of the population includes persons age 65 or older,

persons aged 14 or younger, and the seasonal population. Table 3-41 presents the extent of such populations in Broward County.

Table 3-41
Broward County Population Characteristics, 2004

Category	Measure
Population Age 65 and Above	241,396 (1)
Population Age 14 and Above	359,233 (1)
Seasonal Population	88,766 (2)
Potencial Public Transit Population	689,395
Per Capita Personal Income (2003)	$25,165 (3)

Sources: 2004 (1) American Community Survey, Table B01001; (2) Planning Services Division; (3) 2004 American Community Survey, Table B19391.

3. Modal split. Modal split is the proportion of total person trips that use each of various specified modes of transportation. Table 3-42 shows public transit modal split has increased from 1.2 percent in 2000 to 1.64 percent in 2005, an increase of 0.026 annually. Projecting the annual increase to the year 2030 would result in a 3.14 public transit modal split.

Table 3-42
Estimated Public Transit Modal Split
2000 - 2005, and 2030

Year	Population (million)	Transit daily Ridership (unlinked trips)	Total daily trips	Transit Market Share
2000	1.6	86,523	6,816,107	1.27%
2001	1.65	98,940	7,029,110	1.41%
2002	1.68	105,938	7,156,912	1.48%
2003	1.71	13,004	7,284,714	1.55%
2004	1.74	119,729	7,412,516	1.62%
2005	1.77	123,511	7,540,318	1.64%
2030	2.33	319,184	10,149,991	3.14%

Source: Broward County Transportation Planning Division, Planning Services Division, and Mass Transit Division

The U.S. Bureau of the Census, 2004 American Community Survey, reports that trips to work by bicycle constitute only 0.5 percent (4,369 of 810,697) of the home-based work trips made in Broward County daily.

E. Environmental Issues. The Florida Department of Environmental Protection (FDEP), Air Resource Management Division, Air Quality Index for years 2001-2003 show the number of maximum daily 8-hour ozone values within the designated air quality index category. The Air Quality Index reports daily air quality associated with health effects that might be of concern. It takes all the monitored pollutants and relates them to a single scale value to communicate air quality. The 2001-2003 air quality monitoring report indicates the Fort Lauderdale area had 1,074 Good days and 18 "Moderate".

Table 3-43
Broward CountyAir Quality Index (AQI) for Ozone
Over the Preceding Three-Year Period
(2001 - 2003)

AQI Descriptor	Color Code	No. of Days(1)	Percent
Good	Green	1074	98.1
Moderate	Yellow	18	1.6
Unhealthy for Sensitive Groups	Orange	3	0.3
Generally Unhealthy	Red	0	0.0
Very Unhealthy	Purple	0	0.0
		1095	

(1) Total number of days may not equal 1095 (3x365) due to incomplete data.

The U.S. Environmental Protection Agency (EPA) previously designated Broward County as a moderate ozone nonattainment area. As of June 2005, the State of Florida was designated in by the National Air Quality Standards (NAAQS).

III. ANALYSIS REQUIREMENTS

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

A. Land use and transportation system interactions. This section is intended to implement various Rule 9J-5, FAC, analysis requirements. Subsection 1 addresses growth trends and travel patterns associated with the transportation system (i.e., the roadway and public transit networks) and is intended to fulfill the requirements of 9J-5.019(3)(d), FAC. Subsection 2 focuses on the adequacy of the transportation system for evacuation consistent with the requirements of Rule 9J-5.019(3)(c), FAC. Subsection 3 looks at the availability of the transportation system to serve existing land uses

as required by Rule 9J-5.019(3)(b), FAC. Subsection 4 addresses land use compatibility around airports consistent with Rule 9J-5.019(3)(d), FAC.

1. **Growth trends and travel patterns.** No single force has had a greater impact on the pattern of land development in American cities in this century than roadways (See, The Transportation/Land Use Connection, Moore and Thorsnes, 1994). Better roadways decreased the cost (both time and money) of transportation within and between urban areas.

Broward County's historic growth and development are primarily linked to the construction of the Atlantic Intracoastal Waterway and Flagler's railroad. These improvements allowed the movement of freight and passengers to and from Broward County. The subsequent construction of US 1 and then I-95 through Broward County provided it with roadway access and the construction of Fort Lauderdale International Airport provided access by air. These transportation facilities are all located within 4 miles of the coast.

The construction of the Central and South Florida Project, which provided drainage for much of Broward County's western developable area, made it available for development. This area remained relatively undeveloped until three (3) transportation facilities were constructed in the early 1980's and 1990's: the Sawgrass Expressway, I-595 and I-75. The Sawgrass Expressway, which generally borders the Water Conservation Area levee, provided access to the westernmost portions of the municipalities of Parkland, Coral Springs, Tamarac and Sunrise. I-595, the major east-west expressway in south-central Broward County, provided ready access to the municipalities of Plantation and Davie. I-75, the westernmost expressway in southwest Broward County, provided easy access to the municipalities of Weston, Davie, Southwest Ranches, Pembroke Pines, and Miramar. Table 3-44 documents the change in population for the selected municipalities from 1990 to 2004.

Table 3-44
Population Change for Selected Municipalities

Municipality	1990 Population[1]	2004 Population[2]	Population Change	Percent Change
Parkland	3,558	20,073	16,515	464,2%
Coral Springs	79,443	126,852	47,409	59,7%
Tamarac	44,822	58,711	3,889	31,0%
Sunrise	64,407	89,736	25,329	39,3%
Plantation	66,692	85,157	18,465	27,7%
Davie	47,217	83,726	36,509	77,3%
Weston	0	61,042	61,042	
Pembroke Pines	65,452	151,045	85,593	30,8%
Miramar	40,663	108,387	67,724	166,5%

Source: [1]U.S. Bureau of the Census; [2]Bureau of Economic and Business Research.

Travel patterns can be documented through origin-destination studies. In December 1996, the Broward Travel Characteristics Study was completed for the FDOT. Tables 3-45 shows internal/external trip rates by purposes of home-based work (HBW), home-based shopping (HBS), home based-social recreation (HBR), home-based other (HBO), and non-home based (NHB).

Table 3-45
Internal/External Trip Rate by Purposes

Unit Type	Trip Type	Trip Purpose					Total trips
		HBW	HBS	HBR	HBO	NHB	
Single Family	Internal	1.24	0.86	0.45	1.55	2.14	6.25
	Int/Ext	0.33	0.02	0.02	0.04	0.18	0.59
	Total	1.57	0.87	0.48	1.60	2.32	6.83
Multi Family	Internal	0.55	0.94	0.47	1.24	0.53	4.74
	Int/Ext	0.3	0.03	0.04	0.07	0.14	0.41
	Total	0.68	0.97	0.52	1.31	1.67	5.15
All units	Internal	0.83	0.77	0.39	1.06	1.66	4.81
	Int/Ext	0.21	0.02	0.03	0.05	0.14	0.45
	Total	1.04	0.79	0.42	1.21	1.80	5.26

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

Table 3-~~46~~ 52 shows internal/external vehicle trips for Broward County and other Florida counties.

Table 3-46
Internal/External Vehicle Trips

ORIGIN	DESTINATION			
	Broward Co.	Miami-Dade Co.	Palm Beach Co.	Other Counties
Broward County	89.42%	2.64%	1.40%	0.21%
Miami-Dade County	2.56%	1.06%	0.02%	0.04%
Palm Beach County	1.37%	-	0.93%	-
Other Counties	0.32%	-	0.02%	-

Source: Broward Travel Characteristics Study: Final Report, Table 12, Walter H. Keller, Inc. (Dec. 1996).

2. **Availability of transportation facilities and service to serve existing land use.** Availability, as used here, refers to the extent to which the transportation system provides

access to serve existing land uses. Access to serve existing land uses requires an extensive network of connections. Roadways, public transit, bikeways, and pedestrian ways are transportation modes that require an extensive network of connections in order to serve existing uses. Some transportation modes, such as waterways, railways and the recreational traffic network, have limited connections and do not serve the primary function of serving or providing access to existing land uses. Still other transportation modes, such as airports and related facilities and intermodal facilities, are in essence transportation hubs serving regions. Consequently, this section addresses availability of the roadway, public transit, bikeways, and pedestrian ways networks to serve existing land use.

a. Roadway network. Availability of the roadway network to service existing land uses is primarily a function of the existing local roadway system. The roadway network in Broward County totals approximately 5,030 centerline miles. New development is assured access by the Broward County Land Development Code which requires that development have adequate access to roadways.

Collector and arterial roadways, as a secondary or tertiary function, oftentimes provide access to existing land uses. This occurred prior to the implementation of access management standards.

b. *Public transit network.* Availability of public transit to service existing land uses is based on the functional area coverage of the existing fixed-route bus network. Functional area coverage is defined as a ½ mile corridor surrounding a bus route, ¼ mile in each direction. The ¼ mile radius is based upon studies showing a person would walk up to ¼ mile to access the public transit network. As stated earlier, Broward County employs functional area coverage as the public transit LOS standard. The BCT functional area coverage encompasses 140,457 out of 269,867 acres, or 52 percent of the total land area in Broward County's urbanized area. Within this functional coverage area the population is approximately 979,000 residents, or 60 percent of the total county population.

The Americans with Disabilities Act (ADA) requires that BCT, as an operator of a fixed-route bus system, offer complementary service to persons with disabilities who are unable to use the fixed-route system. A complementary paratransit service should operate at the level of service comparable to what is provided to persons without disabilities who use the fixed-route system. Since 1996, Broward County Transit has been in full compliance with the six (6) service criteria established by the ADA. BCT continues to meet or exceed service requirements mandated in the ADA legislation. Efforts to coordinate service delivery with Miami-Dade and Palm Beach Counties are ongoing in order to meet growing demand of inter-county trips.

c. *Bikeways network.* Availability of the bikeways network to serve existing land uses can be defined by the functional area coverage for utilitarian bicycle trips, which can be

categorized as a two (2) mile radius from the point of trip origination. The two (2) mile radius was derived from a special tabulation of the 1990 Nationwide Personal Transportation Survey which found that 72 percent of the work trips by bicycle are two (2) miles or less; the comparable figure for shopping trips is 87 percent.

The availability of the bikeways network to serve existing land uses is limited. Although Broward County has approximately 405 centerline miles and almost 2,143 lane miles of roads, it has only 67.7 miles of bikeways. But when the utilitarian bicycle functional area coverage is merged with public transit functional area coverage, the availability of bicycles to serve existing land uses increases substantially. This link between the bicycle and public transit is possible because BCT and Tri-Rail provide bicycle storage racks on their vehicles.

Lack of appropriate bicycle facilities at terminals, however, has limited the connection between the bicycle and public transit. Only low security bicycle storage has been provided at either Tri-Rail stations or the BCT bus terminal in Fort Lauderdale. Because of the length of time the bicycles are left unattended at the terminals, this type of bicycle parking is inappropriate. Bicycle parking that provides security for the entire bicycle would be more appropriate. Placing bicycle lockers at Tri-Rail stations and BCT transfer points would increase security for parked bicycles, but requires administration over the locker rentals. Providing this service would eliminate two (2) major disincentives to riding a bicycle to a transit location: lack of parking and bicycle theft.

In addition to increasing security, when marked and located properly, bicycle lockers would increase the area serviced by a transit stop. Bicycle lockers at Tri-Rail stations would enable patrons, not serviced by the feeder buses, to store a bicycle for use after disembarking. Locating bicycle lockers at selected transit transfer stations or points, park-and-ride lots, and Tri-Rail stations could increase public transit's appeal to patrons who may otherwise not use transit. By providing for the bicyclist, as well as the pedestrian, the geographic market service area for transit is enlarged.

In addition to providing bicycle parking, allowing bicycles access on board commuter trains and buses has been successful in many areas around the country. In 1995, Tri-Rail developed a policy that would allow bicycles to be brought onto the trains. Initially, this policy restricted the hours a bicycle could be brought on board. Since 1997 Tri-Rail has allowed bicycles on all of its trains. Also, in 1997, BCT received Congestion Mitigation and Air Quality funds to equip the entire fleet of buses with bicycle racks for the fronts of the buses. The entire fleet of buses is capable of carrying two (2) bicycles in a front mounted bumper rack.

While bicycle commuters reduce traffic congestion by a small number, one segment of the bicycling population, which significantly contributes to the reduction of the number of vehicles on the road daily, is children. For the majority of students, bicycling and walking are

the only available type of independent transportation. Removing the barriers to bicycling for this segment of the cycling population has the potential for reducing peak hour traffic. If the children, riding bicycles to school, had to be driven-additional cars would be added to the roadway network during peak morning traffic.

The two most commonly cited reasons by school administrators for why students are taking motor vehicles to school are bicycle theft and hazardous walking conditions. These are correctable through facility or site improvements. The removal of hazardous walking conditions will decrease traffic by encouraging walking and bicycling to school.

d. Pedestrianways. Availability of pedestrian ways to service existing land uses is primarily a function of the functional area coverage of the existing pedestrianway. As noted in the public transit availability discussion, the distance a person would be willing to walk is approximately ¼ mile. Since this distance is so small, the pedestrianway network should be geared toward improving access to the public transit network and improving connections within compact mixed use areas, such as downtowns and regional activity centers.

3**. Adequacy of transportation system for evacuation.** The existing and projected transportation systems are adequate to evacuate (Category 1-2 hurricane) the coastal population of approximately 91,315 persons prior to an impending natural disaster, such as a hurricane. The Coastal Management Element's Natural Disaster Component addresses evacuation under Category three (3), four (4), and five (5) hurricanes. Three critical evacuation factors include the adequacy of evacuation routes, transportation and hazard route constraints, and evacuation time. **Policy 3.1.1.4.** and **Policy 3.1.2.3.** address evacuation of the Coastal High Hazard Areas.

a. *Evacuation Routes.* State Road A1A, the main north-south roadway that extends throughout Broward County's coastal area, is connected to 12 east-west roadways, which serve as the evacuation routes in the event of a hurricane. S.R A1A's existing level of service ranges between B and F sections of S.R. A1A currently operating at LOS E or F are: SE 17 Street to Sunrise Boulevard, Oakland Park Boulevard to Atlantic Boulevard, and NE 14 Street to Hillsboro Boulevard. Due to the right-of-way width on those sections, the construction of additional laneage is not possible; however, the TIP programs signal timing improvements, which should help improve traffic flow.

Since each route has a draw bridge at the Intracoastal, the conflict between the boat traffic and vehicle traffic is unavoidable. The flotilla plan, however, addresses the conflict between boat and vehicle traffic. Evacuation routes and bridges critical to hurricane evacuation are identified in Tables 3-11 and 3-12 respectively.

For the estimated 91,315 persons needed to be evacuated from the Coastal High Hazard Areas, this could be accomplished 21 hours before the landfall of a hurricane. Since all

bridges, except Sunrise Boulevard, across the ICWW are four-lane bridges, the total hourly number of vehicles which can be evacuated is approximately 17,700 cars.

The replacement of the low level drawbridge into a higher drawbridge at the S.E. 17th Street Causeway in Fort Lauderdale took place. The new bridge has two independent spans, each with its own draw span, and backup mechanical systems for optimum performance and reliability. It has improved traffic across the Intracoastal as well as at Eisenhower Boulevard on the west and Southeast 23rd Avenue on the east. The height of the new bridge is 55 feet, 30 feet higher than the former one. The navigational channel is now 120 feet. This new improvement reduces clearance times. Therefore, the capacity of these routes is even more adequate to evacuate the coastal population prior to an impending natural disaster.

b. *Transportation and Hazard Constraints on Routes.* Transportation constraints include the number of lanes and the availability of bridges to evacuate the population. The transportation constraints are identified in Tables 3-11 and 3-12. Hazard constraints include debris and sand, flooding, and falling objects, such as utility poles causing road blockages, which restrict vehicular movement from the evacuation areas. To address these constraints, municipal, county, and state law enforcement officers have been assigned to direct traffic at the major coastal intersections and to identify and remove hazards.

c. *Evacuation Time.* Clearance time is the time required to clear all vehicles from the roadway system during an evacuation. The area requiring evacuation during a Category 1 and Category 2 storm is identified in the Coastal Management Element's Natural Disaster Component Support Document.

The area requiring evacuation during a Storm Category 3, through 5 are identified in the Coastal Management Element's Natural Disaster Component Support Document.

To determine whether the evacuation time is adequate to evacuate the coastal population prior to a natural disaster, one must compare the clearance time and the mobilization time against the evacuation order time. The mobilization is the time required by evacuees to secure their homes and prepare to leave and by government and quasi-government to muster their resources and implement evacuation operations. The evacuation order time is the time in hours, by which the evacuation order must be given in order to allow all evacuees to reach their destination. The evacuation order time is given by the County Mayor 21 to 26 hours prior to the forecasted landfall of the storm event, depending upon the category of the storm threatening Broward County. Thus, the roadway network will be adequate to evacuate the coastal population if the clearance time and mobilization time are less than 21 hours.

The Broward County Comprehensive Emergency Operations Plan provides for a mobilization time of four (4) hours. Clearance times for a Category 1 and 2 storm ranges from 2 hours 37 minutes, at Hillsboro Boulevard, to 8 hours and 4 minutes, at Hollywood

Boulevard. Based upon these times, the roadway network is adequate to evacuate the population in the event of a Category 1 and 2 storm.

Unlike the roadway network analysis, which assumes the coastal population evacuates Broward County, the public transit analysis assumes the coastal population will be evacuated to a County hurricane shelter. For public transit purposes, evacuation time is adequate if mobilization time and public transit operational times are less than the evacuation order time, i.e., 21 to 26 hours, depending on the severity of the storm. In order to allow for mobilization time, public transit evacuation operations commence four hours after an evacuation order is issued by the County Mayor. Public transit evacuation operations stay in effect approximately six and one half (6.5) hours for a Category 1 and 2 storm and twelve (12) hours for a Category 3, 4 and 5 storm. Based upon these times, the public transit network is adequate to support the evacuation of the coastal population.

In addition, measures to maintain or reduce evacuation times were incorporated into the Comprehensive Emergency Operations Plan, which identifies tasks and assigns responsibility to specific County divisions for their timely implementation. The measures devised to reduce evacuation times include public information, traffic control, debris removal, and public transit. Further, in order to decrease the evacuation time during the hurricane emergency, the Broward County Emergency Management Agency also reviews and approves hospitals, nursing homes, ambulatory surgical centers, adult living facilities, and other residential health care facility's Comprehensive Emergency Management Plans on an annual basis.

d. *Adequacy for future evacuation*. The roadway network and transit services for future evacuation also are projected to be adequate. Based on Appendix 3-F, all sections of S.R. A1A will have level of service better than D except a shorter section south of Hallandale Beach Boulevard, which is E. And for the 12 east-west evacuation routes, only two roadways, Atlantic and Hallandale Beach Boulevard, will have a 2015 level of service worse than "D".

e. *Hurricane evacuation.* BCT continues to provide bus service to the Coastal High Hazard Area. BCT buses, augmented by other vehicles if necessary, are prepositioned at designated pick-up points to provide transportation to refuge locations for those individuals who have not been able to make other arrangements. Approximately 175 BCT buses have been committed to participate in the evacuation of transit dependent individuals. Due to mobile home trailer park residents' and owners' lack of response to surveys that identify emergency transportation needs, the Mass Transit Division maintains 10 vehicles on stand by status ready to respond, as needed, to trailer parks.

Transportation for people with special needs is coordinated through Emergency Welfare Services, the Mass Transit Paratransit Service, and its designated contractor. One of the

major responsibilities of the Paratransit Service Section is to notify and mobilize all assigned staff personnel necessary to implement the Emergency Action Plan for evacuation outlined in the Emergency Transportation Plan.

Before the start of each hurricane season, the Broward County Mass Transit Division reviews its Hurricane Evacuation Plan for currency and continued effectiveness. The mission for such plan is to assure a safe and orderly evacuation of transit dependant residents, or visitors to a designated hurricane refuge prior the landfall of hurricanes.

4. Compatibility around airports. The principal land use impacts from any airport can be expressed in terms of safety, noise and accessibility. As is common among urban airports, some land uses surrounding FLL and North Perry are not considered compatible with the airport. However, Broward County has undertaken initiatives to identify and reduce incompatibility at both airports.

a. *Fort Lauderdale-Hollywood International Airport.* The predominant future land uses adjacent to FLL are light industrial with an intermixing of residential, recreational, and commercial uses, to the north; Port Everglades seaport to the northeast; vacant parcels zoned for industrial uses, a rental car facility, manufacturing facilities and wetlands, to the east; residential neighborhoods, to the south; and industrial properties in the Port 95 Commerce Park, to the west.

Safety. A runway protection zone (RPZ, formerly called clear zone) is an area off the runway end used to enhance the protection of people and property on the ground. Broward County has acquired the majority of the land within the six RPZs at FLL, as well as land in the approach and transition zones for Runway 27L, in order to maintain these areas for open space or other land uses that would be compatible with aircraft operations. Much of this land was previously in private ownership and had been developed for residential and commercial uses that were not compatible with airport operations.

Broward County Aviation Department conducts regular surveys for obstructions that affect the airspace in the approach surfaces at FLL, as defined by Federal Aviation Regulations (FAR) Part 77. The Department is active in trimming and removing potential vegetation obstructions. Fixed objects, such as buildings, light poles, and cellular towers are marked with obstruction lights as required by the FAA. In addition, the runway thresholds have been displaced to provide sufficient clearance from obstructions that cannot be removed from the runway approaches, including existing interstate highways and railroads.

Broward County has also adopted an Airport Zoning Ordinance that provides for protection of airspace in unincorporated Broward County. Tall structures, such as cellular towers, buildings and cranes can penetrate the airspace surrounding an airport and affect the operations of the airport. This Ordinance enables the County to control tall structure

construction in unincorporated areas that would impact aviation capacity around County-owned airports. Chapter 333 Florida Statutes governs airspace in municipalities where no airport zoning ordinance has been adopted. **Policy 3.1.5.** addresses programs that will maintain and improve safety at FLL.

A Land Development Code ordinance was passed in 2003 (Ordinance 2003-22) that applies to all new development and those existing plats that are to be reviewed after October 2003. The ordinance requires all developers constructing new residential properties disclose to potential homeowners the proximity of the nearest Broward County Aviation Department Airport (FLL or North Perry). This is based on graphic prepared by the Aviation Department as it relates to the Florida Statutes Chapter 333.

Noise. The 1994 FAR Part 150 Study Technical Report showed 463 units in Dania and Fort Lauderdale exposed to forecasted noise contour of 65 DNL or higher in 1997. The 65 DNL noise exposure level is considered by the FAA to be the threshold level for aircraft noise. The Study recommended noise control measures that have been implemented at FLL, including preferential use of runways, preferential flight tracks, noise abatement takeoff and approach, and use of displaced thresholds. The noise contours for FLL are expected to shrink due to the increased use of quieter Stage 3 aircraft by 2000, as mandated by FAA. Therefore fewer homes will be impacted.

The Part 150 Study is in the process of being updated by a selected consultant with a draft version due Spring 07.

In 1990, Broward County constructed a green belt berm south of the airfield to mitigate noise impacts to the Melaleuca Gardens neighborhood, located south of the airport.

Accessibility. By definition, the airport is primarily a transportation center for air service, providing connections to international and domestic cities. Local access to the airport is primarily by road from Interstate 595 to U.S. Route 1, which have connections to Interstate 95 and Florida Turnpike. Broward County Transit Route 1 serves the airport. There is a Tri-Rail connection at Fort Lauderdale Airport Station, where a shuttle bus brings passengers to the terminals. **Policy 3.2.5.** addresses programs that will improve convenience at FLL.

b. *North Perry Airport.* The predominant land uses adjacent to North Perry Airport are community facilities and residential. Most residential uses are one-story, single family. There are some commercial developments on the north side. Broward Community College abuts the airport on the northeast, and Florida State Hospital is located to the west. While it is preferable that developments surrounding an airport be low density and intensity, it is not feasible to promote redevelopment of the existing properties adjacent to North Perry.

Safety. Portions of six of the eight RPZs at North Perry fall outside airport property, overlaying roads, commercial and residential properties. Broward County has acquired aviation (sic) easements on properties off Runway 18R. The 1996 North Perry Master Plan Update recommended adding nominal amounts of pavement to four of the airport's runways to permit the locations of the RPZs to be adjusted so they do not include areas of residential or commercial development.

Broward County Aviation Department conducts regular surveys for obstructions that affect airspace in the runway approaches at North Perry. Fixed objects, including towers and light poles, are marked with obstruction lights as required by FAA regulations. **Policy 3.1.5** addresses programs that will maintain and improve safety at North Perry.

An update to the current North Perry Airport Master Plan was completed on August 2009.

Noise. An aircraft noise analysis completed in April 1980 by Greiner Engineering Sciences, Inc, indicated that the only occurrences of noise exposure levels of 65 DNL or greater are within the Airport property boundaries. The 65 DNL noise exposure level is considered by the FAA to be the threshold level for aircraft noise: land uses around North Perry are considered to be compatible with the level of airport noise exposure resulting from aircraft operations at the airport. (Although conducted in 1980, this analysis was based on 279,000 annual operations which is less than the number of operations forecast for 2015).

Accessibility. North Perry is accessible from the surrounding roadways. Broward County Transit has services along University Drive, Pines Boulevard and Pembroke Road. **Policy 3.2.5** addresses programs that will improve convenience at North Perry.

B. Existing transportation system level of service and system needs. Rule 9J-5.019(3)(a), FAC, requires the analysis of the existing transportation levels of service (LOS) and system needs be based on the following data: existing design and operating capacities; most recently available estimates for average daily and peak hour vehicle trips; existing modal split and vehicle occupancy rates; existing public transit facilities; population characteristics; and the existing characteristics of the major trip generators and attractors within the community. This description makes clear that the existing transportation system analysis is to focus on only two (2) transportation modes: roadways and public transit. Other transportation modes are addressed under the section on future transportation system level of service and system needs.

1. **Roadways network**. Appendix 3-E, 2005 Roadway Level of Service Analysis supports Map 3-11 and depicts roadway segments, segment peak-hour traffic volumes (PHT), segment capacity (level of service "D"), volume to capacity (V/C) ratio, and level of service as measured by peak-hour traffic conditions.

Table 3-47 shows that 248 centerline miles or 23 percent of the Broward County centerline roadway network is operating below the Level of Service standard, and that is the equivalent of 1,188 lane miles or 26 percent of total lane mileage.

Table 3-47
Broward County's Roadway Segments Operating Below the Level of Service Standard "D"– 2004 Conditions

Roadway Type	Centerline Miles	Lane Miles	Overcapacity		Percent Overcapacity	
			Centerline Miles	Lane Miles	Centerline Miles	Lane Miles
Freeway	114	764	68	478	60%	63%
Arterial	549	2,669	121	586	22%	22%
Collector	407	1,116	59	124	14%	11%
Total	1,070	4,549	248	1,118	23%	26%

Source: Appendix 3 - E, 2005 Roadway Level of Service Analysis, Broward County Transportation Planning Division, 2006.

The Broward County Highway Construction and Engineering Division estimates that as of April 1998, the estimated costs of constructing one lane mile of roadway, exclusive of right-of-way costs, is approximately $1 million. Based upon Table 3-47 there is an overcapacity of 23% of centerline miles and 26% of Lane. **Policy 3.4.12**. addresses the actions the County intends to take to alleviate overcapacity roadways.

2. **Public transit network.** Broward County is divided into Concurrency Districts, as illustrated in Map 3-13 of the Support Documents for this Element. An area-wide level of service standard shall be established for each such District, for issuing development orders and permits, based on the quality of transit services within the District.

Transit Concurrency District is be a compact geographic area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips.

C. Projected transportation system levels of service and system needs. Rule 9J-5.019(3)(f), FAC, requires an analysis on the projected transportation LOS and system needs based on the future land uses shown on the future land use map. Rule 9-J-5.019(3)(e), FAC, requires an analysis of projected intermodal needs. This section addresses the above requirements.

1. **Roadway network.** Appendices 3-D is the MPO's Roadway Level of Service for the long-term planning horizon year 2030. Consistent with **subpolicy 3.5.5.2.**, the volumes included in the Appendix are based on the Broward County Land Use Plan, which plan establishes a future land use map designation for all property within Broward County. Table 3-48 shows the number and percent of roadway segments that are projected to be operating below the Level of Service standard in year 2030. The overcapacity roadway mileage increase from 248 in the year 2005 to 521 in the year 2030, that's over 100 percent increase in the mileage of roadway segments.

Table 3-48
Broward County's Roadway Segments Operating Below the Level of Service Standard "D"
2030 conditions

Roadway Type	Centerline Miles	Lane Miles	Overcapacity		Percent Overcapacity	
			Centerline Miles	Lane Miles	Centerline Miles	Lane Miles
Freeway	114	93	81	696	71%	76%
Arterial	568	2,901	320	1,745	56%	60%
Collector	408	1,179	120	280	29%	24%
Total	1,090	4,993	521	2,721	48%	55%

SOURCE: Appendix 3 - D, 2030 Roadway Level of Service Analysis,– Broward County Transportation Planning Division, 2005.

Table 3-49 shows the number of overcapacity roadway segments as well as the "strategy" to address the deficiencies, which includes LOS standard exemptions for constrained segments, improvements (i.e., programmed within the next five years or shown as improved on the 2030 Cost Feasible roadway network), and unfunded.

Table 3-49
Number and Percent of Broward County's
Overcapacity Roadway Segments

Roadway Conditions	2005		2030	
	Number	Percent	Number	Percent
Segments at LOS E or F	221	100%	491	100%
Programmed for Improvements or Improved by Year 2030	71	32.1%	85	17.3%
Constrained Segments	61	27.6%	199	40.5%
Unfunded Segments	89	40.3%	207	42.2%

SOURCE: Appendices 3 – C and 3 - D, Roadway Level of Service Analysis, Broward County Transportation Planning Division, 2006.

In developing this table, the following methodology was used. Appendices 3-C, and 3-D each have a column with a three (3) or four (4) digit design code. The first digit in the three (3) digit code (first two digits for a four digit code) indicates the number of lanes in the segment. If the number of lanes increase between 2005 and 2030, then it was entered on Table 3-49 as "Programmed for Improvements or Improved by Year 2030". If the segment was six lanes (except for expressways), it was entered as a Constrained roadway. All other segments were listed as unfunded.

Using the above methodology, the number of unfunded overcapacity segments increased from 89 segments in 2005 to 207 segments in 2030, the percent of unfunded overcapacity segments increased by 1.9 percent.

Upon closer inspection of the data several observations can be noted. Many of these unfunded segments are two (2) and four (4) lane roads that may be classified by the County in the future as constrained roadways. **Policy 3.4.15.** provides for the County to conduct a study on constrained roadways so as to provide for an adequate level of service and to improve mobility. Moreover, some of the unfunded segments are expressways. This includes I-595, Sawgrass Expressway, and Florida's Turnpike Extension (HEFT). Further, see Section III.D. for additional strategies the County will use to maintain the adopted LOS standard.

2. **Public transit network.** An important area of public transit service is to accommodate the special needs of the transportation disadvantaged. These needs 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.

3. **Bikeways network.** The summary of projected needs included in this subsection is based upon the Broward County Bicycle Facilities Network Plan. In Part II, Data Requirements, it was shown that Broward County does not yet have a functional interconnected bikeways network; less than 70 miles of bikeways exist. As a way to measure the accessibility and convenience of this bikeways network, the Broward County Transportation Planning Division has developed an indicator known as the level of coverage (LOC). The LOC ranges from A, the best level of coverage, to E, the worst, and measures the percentage of major public transit attractors that are accessible through the bikeways network. Table 3-50 displays the percentages associated with each LOC indicator.

Table 3-50
Bikeways Network Level of Coverage

Percent of Bikeways Network Accessible to Major Public Transit Attractors	LOC Indicator
0 - 20	E
21 - 40	D
41 - 60	C
61 - 80	B
81 - 100	A

Source: Bicycle Facilities Network Plan, Executive Summary, Broward County Transportation Planning Division, 1995.

Currently, the bikeways network has a LOC of E, which means that less than 20 percent of the major public transit attractors are accessible through the bikeways network. Based on this LOC, the primary need is to develop a bicycle network that will provide access to a majority of the major public transit attractors. The Bicycle Facilities Network Plan calls for an increase to the LOC C by 2005. For the long-term, the Bicycle Facilities Network Plan calls for an increase to the LOC A.

4. **Pedestrian network.** The summary of existing needs included in this subsection is based upon the Broward County Pedestrian Facilities Plan. The primary need of both the

state and the county sidewalk systems is to improve connectivity and access to public transit by completing missing linkages. Table 3-51 summarizes the mileages of these needs provided in the Program.

Table 3-51
Broward County Sidewalk System Needs, 1992

Roadway system	Millage
State network needs	185
County Network needs	217
Regional system needs	402

Source: Broward County Pedestrian Facility Network Plan, Broward County Transportation Planning Division,1992.

5. **Waterways network.** A significant trend in the marine industry has been the increase in the number of ships using the navigable waterways. The projected increase in boat traffic is resulting in proposed COE regulations that would prohibit the construction, reconstruction, and substantial rehabilitation of any structure within 62½ feet of the main channel. The increase from 25 feet to 62½ feet is intended to provide a wider area for boats to navigate along the ICWW and to create a safer passage for smaller boats needing to get around large vessels, as well as to create enough space for barges to pass side by side.

Another significant trend in the marine industry is that ships are getting larger and larger. For example, the predominant trend in passenger ships is the continuing development of large-capacity megaships, as exemplified by the two 5,400-passenger ships, Royal Caribbean Cruise Line's Oasis of the Seas and the Allure of the Seas, the world's largest cruise ships, which began year-round cruising from Port Everglades in 2009 and 2010, respectively. The cruise industry forecasts continued growth of approximately 6.6 percent in 2011. Twelve new ships joined the fleet in 2010 and fourteen new ships will be launched in 2011, several of which have already begun or will be homeporting at Port Everglades. To accommodate these large capacity cruise ships efficiently, the essential portside requirements are deeper water, larger terminals, and sufficient parking.

Container ships also are getting larger. Some of the largest now carry as many as 10,000 TEUs, and even larger ships are being designed. To accommodate these ships efficiently, the essential portside requirements are deeper water and faster-moving container cargo cranes with a longer reach along berths that can support them. But these ships also impose significant landside access requirements. If the containers they carry are to be moved by truck, then uncongested roadway connections must be provided; if they are to be moved by rail, unimpeded rail connections are required. In the latter case, this means as few as possible

grade crossings and, increasingly, provisions for double-stack trains. Efficient intermodal container transfer yards also are required to maximize port throughput. Port Everglades maintains five-year and ten-year capital improvements programs through the year 2019 and beyond which identify the infrastructure improvements necessary to meet the Port's projected needs.

To continue accommodating large fully loaded ships, Port Everglades will need deeper and wider waterway access and the COE is conducting a detailed study of Port facility improvements that includes deepening and widening the Entrance Channel and deepening areas of the Port itself. The Coastal Management Element's Deepwater Port Component (CME/DPC) notes that the number of revenue cruise passengers embarking and disembarking from the Port is expected to increase steadily from a total of 3.67 million in FY 2010 to 4.0 million in 2015 and 4.47 million in 2019, reaching 5.16 million at the end of the 20-year planning period in 2029. To serve the new mega-class cruise ships already calling at the Port and those expected in the future, and the concomitant increase in cruise passengers, Port Everglades expected to be operating in the future and the concomitant increase in cruise passengers, Port Everglades has enlarged Cruise Terminal 18 to 240,000 square feet and is planning improvements to Cruise Terminals 2, 4, 19, 21, and 26. A new parking garage at Cruise Terminal 18 will add 1,600 structured parking spaces above a passenger intermodal zone to serve the Port's Midport cruise passengers and provide 400 spaces for employee parking. Between 2015 and 2019, a new 1,680-space structured parking facility will be built west of Cruise Terminal 4 and over a passenger intermodal zone to serve future parking needs for both Cruise Terminals 2 and 4.

The CME/DPC shows containerized cargo is projected to increase at both Midport and Southport. Based on the estimated FY 2008/2009 containerized volume and interviews with Port Everglades' tenants, low, medium, and high growth scenarios were identified for the Port over the 20-year planning period. The low scenario container forecast by terminal assumes a 3 percent growth of base cargo and no new market penetration. The medium scenario assumes a 50 percent capture of the local truck hinterland market and a 25 percent capture of the Central Florida market by 2015, with a 3 percent growth thereafter. The high scenario assumes the capture of the local truck hinterland and Central Florida market shares as well as an initial 10 percent additional intermodal market, growing to 15 percent as the Port's proposed ICTF develops. By 2029, the unconstrained container throughput at Port Everglades is projected to range between 1.5 million and 2.5 million TEUs.

Total petroleum cargo throughput volumes are expected to grow from just over a projected 300,000 barrels per day in 2008 to 323,000 barrels per day by 2029. The overwhelming proportion of the dry bulk cargoes handled through Port Everglades is related to the construction industry, which experienced dramatic declines as the recession hit the local, regional, and statewide economies. Similarly, the largest proportion of the neo-bulk cargoes is related to the construction industry, including steel (rebar and sheets) and, previously,

lumber. The dry bulk and neo-bulk markets for Port Everglades are projected to recover to 92.1 percent of the peak 2006 levels by 2029 under a base line forecast. Continued depressed tonnages and more muted recovery result in a low forecast that reaches only 61.9 percent of the peak 2006 levels. Under the high forecast, Port Everglades' dry bulk and neo-bulk cargoes reach 7.6 million tons or 229.1 percent of the peak volumes in 2006.

Table 3- 51a provides a summary of the market forecasts for the Port by business line for the Plan milestones of 2015, 2019, and 2029.

Table 3-51a

Summary of Market Forecasts by Port Business Line for the Plan Milestones

Business Line	5-Year Plan	10-Year Plan	20-Year Plan
Containerized Cargo (TEUs)	1,541,258	1,786,740	2,401,230
Non-Containerized Cargo (Dry/Neo-bulk) (Tons)	3,476,035	6,517,482	7,625,627
Liquid Bulk Cargo (Petroleum) (Tons)	15,199,717	16,026,912	16,699,008
Cruise (Revenue Passengers)	4,014,910	4,471,527	5,161,118

As noted above, to facilitate growing cruise passenger and cargo traffic, uncongested roadway connections must be provided. Eller Drive has been widened to four lanes as has Eisenhower Boulevard.

SE 14th Avenue, between Eller Drive and SE 26th Street, is a 2-lane roadway which serves as one of the primary access way to the Port's petroleum terminals. Like the other internal roadways at the Port, SE 14th Avenue operates at LOS C.

Further, a traffic count monitoring system has been established to identify areas of congestion and to promote a pavement management system.

To remain competitive in the future, Port Everglades will require unimpeded rail connections. This means as few as possible grade crossings and, increasingly, provisions for double-stack trains. As noted above, a near dock Intermodal Container Transfer Facility and rail yard are being planned in Southport.

6. **Airports and related facilities.** This section addresses the future needs of Fort Lauderdale-Hollywood International Airport and North Perry Airport.

a. FLL Projected Capacity. In April 1994, the Fort Lauderdale-Hollywood International Airport Master Plan Update was approved by the Board of County Commissioners. This

development plan addresses future capacity needs in response to forecasted growth in passenger numbers, aircraft operations and cargo tonnage. The Airport Layout Plan (ALP), which was developed in conjunction with the Master Plan, was approved by FAA in 1995, along with several subsequent ALP Amendments. The ALP serves as the primary plan development plan for the airport. The Master Plan defines three Planning Activity Levels (PAL) at FLL as "short term" (PAL 1), "intermediate" (PAL 2) and "long range" (PAL 3). Table 3-52 shows the number of passenger and aircraft operations associated with each activity level and the facilities needed to support them. An update to the current Fort Lauderdale-Hollywood International Airport is scheduled for Spring 2007.

Table 3-52
Planning Activity Levels (PAL) at
Fort Lauderdale-Hollywood International Airport

Stage	Passenger Enplanements	Aircraft Operations	Gates	Terminal (Sq. Ft.)	Public Parking spaces	Air Cargo (acres)
1992	4.2M	209,065	39	0.7M	6,838	34
PAL1	5.6M	248,500	45	1.1M	7,800	53
PAL2	7.2M	276,400	60	1.4M	10,300	65
PAL3	10.4M	320,400	76	1.6M	16,400	80

Source: FLL Master Plan Update, 1994.

More recent analysis prepared for Broward County Aviation Department by Leigh Fisher Associates in 1995 indicates that in the ten-year period between 1995 and 2005, air carrier operations were projected to increase by 37 percent; air taxi operations would increase by 22 percent, and total operations would increase by 19.5 percent, as is shown in Table 3-53. The significant increase in air carrier operations is directly related to passenger forecasts and reflects expected increases in load factors and aircraft capacity. Eight (8) million passenger enplanements are projected annually by 2000-01, exceeding the PAL 2 level of activity.

Table 3-53
Projected Aircraft Operations
Fort Lauderdale Hollywood International Airport, 1995-2005

Year	Air carrier	Air taxi/commuter	General Aviation	Military	Total
1995	103,729	63,030	71,712	770	239,241
2000	122,000	70,000	65,000	2,000	259,000
2005	142,000	77,000	65,000	2,000	286,000
Change 1995-2005	+38,271 (+36.9%)	3,970 (+22.2%)	-6,712 (-9.4%)	1,230 (+159.7%)	46,759 (+19.5%)

Source: Update of Baseline Aviation Forecasts, FLL, Leigh Fisher Associates, 1995 and BCAD 1997 updates.

Two measures of airfield capacity were used in the Master Plan:

- Annual Service Volume (ASV), expressed in numbers of aircraft operations, which is an estimate of the airport's annual capacity, based on FAA Airfield Capacity and Annual Services Volume models; and
- Average annual aircraft delay, expressed in minutes per aircraft operation, which measures the airport's ability to accommodate forecast levels of aircraft operations (this represents the weighted average aircraft delay for all wind and weather conditions for all peak- and off-peak periods occurring throughout the year).

The existing airfield (with the current runway configuration) has an ASV of 230,000 operations. In 1993, annual average delay was 1.4 minutes per operation (FLL Capacity Enhancement Plan, 1993). In 1997, FLL had 247,344 operations with an average delay of four (4) minutes per operation. 310,000 operations has been identified as the critical point at which average delay per operation will reach 4.0 minutes. At this level of delay the current runway configuration would be considered at capacity (FLL Environmental Impact Statement, 1997).

The Master Plan recommended that future terminal development be consistent with the phasing of airfield improvements to meet future growth in aircraft activity. An analysis by Leigh Fisher Associates in 1996, determined that the existing airfield capacity can support an annual demand of approximately nine million (9M) enplaned passengers.

Short Term (PAL 1) Projects. The projected growth in air traffic can be accommodated by the existing airfield during PAL 1. However, existing terminal facilities, parking and access would be inadequate to meet demand. Therefore a $288 million Airport Expansion Project is currently underway, which includes construction of a new north terminal, a parking garage and improved roadway accessibility and circulation capacity. Short term projects are listed in the Capital Improvements Element Table 14-19, Aviation Capital Projects.

The North Terminal development will occur in two phases. Phase one will add none (9) gates increasing the total number of gates from 39 to 48 during PAL 1. This phase was completed by 2000 at a projected cost of over $100 million.

Construction of the Hibiscus parking garage, to provide 4,800 hourly and daily spaces, was completed, in 2001 and located east of the existing Palm garage. This will accommodate at least five years of anticipated traffic growth based on the existing airfield capacity of nine million (9M) passengers.

Expansion of the enplaning and deplaning roadway system is being implemented during Phase 1 of terminal expansion project, and was completed in 2002. Arriving vehicles will use dedicated ramps to access the upper and lower level roadways and curbside from U.S. 1. The roadway configuration was realigned to allow safe transition from ramps to terminal curbside while maintaining complete separation of enplaning and deplaning traffic.

Airfield projects during PAL 1 include extension of Taxiway C and Taxilane T to accommodate terminal expansion and additional aircraft movements and alleviate congestion. These projects are planned to accommodate Design Group V aircraft (with wingspan up to 214 feet). This is included in **Policy 3.3.5.**

The Master Plan forecast a 4.9 percent annual growth in air cargo from 1992 to 2012. This was based on the increasing role of FLL as a cargo distribution center and potential expansion of domestic and international cargo service. Air cargo activity has decrease over the years 2000-2004: from 1,176,263,198 Gross Landed Weight in 2000 to 734,353,250 in 2004.

In addition, non-airfield capital improvements have been planned in three Planning Activity Levels (PALs) to accommodate projected demand and ensure that capacity of existing facilities does not constrain airport development. A key PAL 1 project is the $3 million construction project for the Air Rescue Fire Fighters facility on the west side of the airfield.

Long Term (PAL 2/3) Projects. The demand/capacity analyses cited above, indicate the need for another air carrier runway, comparable to the existing 9,000 foot north runway, to provide full backup capability and to provide needed capacity at FLL. The airport is capable of providing a significant increase in airfield capacity though the potential expansion of Runway 9R-27L to a length of 9,000 feet.

Extension of runway 9R/27L is a major project that includes environmental mitigation, widening and extending the existing runway pavement, bridging US Route 1 and existing rail road tracks, partial demolition of Concourse H and construction of a supporting taxiway system. Coupled with this project are construction of new south terminal buildings and apron construction at Concourses F and G. PAL 2/3 projects also including a third garage structure for a new rental car center.

The eventual development of a People Mover between FLL and Port Everglades will facilitate the transfer of cruise passengers between airport and seaport terminals. Access for cruise passengers transferring to, or from, the seaport is to be improved by the implementation of a universal baggage plan, once the future multi-modal connector is implemented. This plan will reduce congestion at the airport and the seaport, by transporting passengers and baggage separately between the FLL and Port Everglades.

b. North Perry Airport. The Board of County Commissioners approved the North Perry Master Plan on August 5, 1997. Based on the decline in total operations in recent years, the master plan concluded that the airfield has sufficient capacity to meet forecast demand for 2015 and beyond. Furthermore. North Perry has sufficient property to permit airport development to be in balance with airfield capacity. An update to the current North Perry Airport Master Plan was completed on August 2009.

7. Railways network. Projected railway network needs is based on the Tri-County Rail Master Plan, the Transit Development Plan, Fiscal Year 1997 Update, the 1996 Florida Rail System Plan. Planning for the railway network is somewhat different than other transportation modes as the majority of the network is owned and operated by the private sector. Thirteen line-haul and four (4) terminal railroads own or operate 97 percent of the state's railway network. Consequently, both the state and county have limited input regarding railroad decisions. The FDOT's role is limited to the "proper maintenance, safety, revitalization, and expansion of the rail system to assure its continued and increased availability to respond to statewide mobility needs".

Completing the double tracking of the South Florida Rail Corridor would be the main network need. This construction project and other improvements including switching facilities for Tri-Rail have a total of $108 million budgeted in the TIP. Other needs include eliminating at-grade crossings and improving safety.

8. Intermodal facilities. The Transportation Development Plan is updated annually by the transportation Department and by Broward County Transit Division, for the SFRTA. The analysis focuses on terminals, connections, high occupancy vehicle lanes, and park-and-ride lots.

a. Intermodal facilities of state. Port Everglades and Fort Lauderdale-Hollywood International Airport needs are respectively addressed in waterway network and airport network needs. There is a continuing need for federal subsidies to keep CSXT, the FEC, and other rail related facilities operational.

b. Terminals. Four new Neighborhood Transit Stations are proposed. These facilities will combine connections with fixed routes and neighborhood shuttles, passenger facilities, and access to community services in one location. The location of these stations are:

- Pompano Beach at Atlantic Boulevard and Dixie Highway;
- Miramar at Red Road and Hiatus Road;
- Coral Springs at Sample Road and University Drive;
- Hollywood at Dixie Highway and Hollywood Boulevard.

In addition, major renovations are planned for the Lauderhill Mall Transfer Facility, which connects several routes with community buses for Lauderhill, Lauderdale Lakes,, and Plantation. Planned improvements include additional bus bays and updated passenger facilities.

Within the 5-Year Capital there are several important projects that stand out as unfunded Smart Card Implementation, expansion of the shuttle bus service, modifications to stations to

improve pedestrian and vehicular access. It would appear that these projects could be likely candidates for SIS funding. Within the 5-Year Operating Budget, the operating cost of implementing Phase B Project and the region-wide Smart Card system can not be supported under current funding forecasts. The operating short fall over the span of the TDP is about $81 million if these projects are implemented. The following presents the programmed and proposed projects for the fiscal years 2006-2010 and several long-term projected intermodal needs around each Tri-Rail station:

- Hollywood Station – additional signage indicating proper parking for Tri-Rail and Amtrak users, landscaping and additional parking

- Fort Lauderdale Airport Station – The station needs additional signage in and around the station. Passenger amenities and access improvements. One additional bus to meet the 20-minute headways at the station.

- Fort Lauderdale Station – Improvement needed is additional signage in and around the station. Additional improvements needed also include increasing parking and filling in sidewalk gaps. Passenger amenities and access improvements.

- Cypress Creek Station – This station needs to upgrade the pedestrian and transit infrastructure. This area also needs improvements with the ingress and egress to station, signage and increasing the parking area. One additional bus to meet the 20-minute headways at the station.

- Pompano Beach Station – Additional signage in and around the station and improved circulation. Two additional to meet 20-minute headways at the station. Upgrade Pompano Station.

- Deerfield Beach Station – Access improvement.

c. Connections. To facilitate the transport of cruise passengers between the Airport and the Port, the Port Everglades Department and the Broward County Aviation Department in conjunction with the Florida Department of Transportation (FDOT), jointly conducted a Project Development & Environment Study for the Broward County Intermodal Center and Automated People Mover (APM) system, followed by an Environmental Assessment, which is 95 percent complete. A public hearing of the Environmental Assessment was held in June 2009; but, since August 2009, the process has been on hold, pending development of a complete funding plan. Once potential funding is identified, the county and FDOT may restart the process and proceed to obtain a Finding of No Significant Impact, which would then allow the county to seek federal funds for the project.

Container ships are getting larger. Some of the larger ships now carry 7,000 to 8,000 TEUs, and even larger ships, with as many as 18,000 TEUs, are planned. When the Panama Canal expansion is complete in 2014, what is called Super Post-Panamax ships will be calling at East Coast ports and Port Everglades is hoping to capture a share of these ships in the 7,000-8,000 TEU range. To accommodate these ships efficiently, the essential portside requirements are deeper water and faster-moving container cargo cranes with a longer reach along births that can support them. But these ships also impose significant landside access requirements. If the containers they carry are to be moved by truck, then uncongested roadway connections must be provided; if they are to be moved by rail, unimpeded rail connections are required. In the latter case, this means as few possible grade crossings and, increasingly, provisions for double-stack trains. Efficient intermodal container transfer yards also are required to maximize port throughput.

Port Everglades handled more than 5.2 million tons of containerized cargo in FY 2009/2010, representing a 34 percent increase since the start of the decade. Facility upgrades to accommodate new tenants and market growth include the expansion of the Southport container terminal and plans for improved container rail service, including the construction of a near-dock intermodal container transfer facility.

Cruise ships also are getting larger, with the continuing introduction of new megaships carrying 3,000 to 5,000 passengers into the fleet. To accommodate these ships efficiently, the essential portside requirements are longer berths, larger terminals and sufficient parking. Rail connections to transport the growing numbers of cruise passengers to and from airports also are being investigated. The Port Everglades Department, in conjunction with the Aviation Department and FDOT, is exploring the potential of a seaport-airport connector to facilitate passenger operations.

d. *High occupancy vehicle (HOV) lanes.* Presently, I-595 is overcapacity and it is projected that I-75 will be overcapacity in the future. Thus, there is a need for exploring the feasibility of establishing HOV lanes on these facilities. **Policy 3.4.18.** provides for exploring the feasibility of establishing HOV lanes on these facilities. There is also a need for promotion of HOV lanes, for enforcement, and for improving safety.

e. *Park-and-ride lots.* While Broward County's existing park and ride lots are underutilized, there may be a need for additional well-located facilities in the future. **SubPolicy. 3.3.1.6**. provides for the maintenance and expansion of the number of park and ride lots ridesharing lots. Park and ride lots are also encouraged in SubPolicies **3.2.1.6**, **3.3.1.7**, and **3.6.1.7**

The project recommended in the Broward Urban Area Transportation Study, Year 2015 Transportation Plan, as a cost feasible plan transit system improvement, is to provide a convenient public transit link between the Broward Boulevard Tri-Rail Station and HOV

Park-and-Ride Facility, and the Fort Lauderdale Downtown and Bus Terminal. A Major Investment Study would be also required to determine the most appropriate technology, anticipating that potential range from fixed-guideway systems to "special" public transit buses operating primarily in mixed traffic with some priority treatment.

D. Maintaining the adopted level of service standards. Prior to discussing how Broward County can maintain the adopted transportation LOS standards, several caveats are in order. First, the transportation system is a function of the previously made Broward County land use decisions. These previously made land use decisions include decisions on: the location and intensity of built development and constructed roadways; the location and intensity of approved but unbuilt (i.e., vested) development; and public transit investments. Many of these decisions cannot be retracted without great public expense.

Second, dynamic regional growth and travel within the region can impact the transportation system and the maintenance of LOS standards. For example, a development of regional impact creating new lower income jobs without a commensurate increase in lower cost housing can result in cross-county travel, producing unexpected impacts on the LOS standard. Third, the availability of transportation funding, especially at the federal level, can greatly influence a local governments ability to maintain the adopted LOS standard.

Finally, unexpected events (such as an energy crisis, war, or new technology) can impact the maintenance of the adopted LOS standard. Notwithstanding these dynamics, Broward County can employ several strategies or tactics to help maintain its adopted transportation level of service (LOS) standards. These include implementation of a concurrency management system, transportation system management, and transportation demand management. This section also addresses maintaining the LOS standard on the SIS / FIHS.

1. **Concurrency Management System (CMS).** The CMS is the procedures and processes employed by 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 3.4.1 through 3.4.14** and **Policy 3.4.23** specifically address the CMS. The CMS also is addressed in Future Unincorporated Area Land Use Element **Objective 2.1.**

The Development and Environmental Regulation Division, which coordinates the development review process, manages the CMS in a manner that assures development orders or permits are not issued unless transportation facilities are available concurrent with the impacts of development or impacts are mitigated.

2. **Transportation System Management (TSM).** TSM means improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. TSM techniques include demand management strategies, incident

management strategies, and other actions that increase the operating efficiency of the existing system. **Policy 3.1.1.** addresses TSM safety issues.

a. *Roadway improvements.* In lieu of traditional widening and construction, alternative solutions are proposed in order to eliminate the traffic problems. **Policy 3.3.1.7.** addresses roadway improvements as a TSM strategy. The County, in conjunction with FDOT, has taken the following action on many of these congested links:

- Corridor studies to develop Transportation Systems Management/Demand management alternatives for Broward, Oakland Park, SR 7, Atlantic Boulevards and other corridors.

- North Dixie Highway study to improve capacity along Dixie in lieu of widening U.S. 1.

- Establishment of a Congestion Management System to identify problem corridors and coordinate improvements. Adding HOV for the designated public transportation corridors, ramp metering for the SIS/FIHS, and channeling traffic are techniques that could be applied to improve existing roadways.

- Tri-Rail, now a proven means of transportation for Broward County residents with expanded parking, station, and double-tracked facilities.

b. *Intersection improvements.* Adding a turning lane at an intersection is another TSM technique. This is addressed in **Policy 3.1.1.** and **Policy 3.3.1.7.**

c. *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. Access management is addressed in **Policy 3.1.1.2.** and **Policy 3.2.1.1.**

d. *Signalization.* Computerization of signals on roadways has been recognized as one of most effective ways to improve the traffic flows. This is addressed in **Policy 3.3.1.1.** In addition, this strategy is targeted in **Policy 3.4.2** through four of the proposed Level of Service Standards for TCMAs:

- Implement the Advanced Transportation Management System (ATMS);and
- Install video detection devices at signalized intersections of County roads;

e. *Managed lanes operations.* **Policy 3.3.1.**7 supports a Managed Lanes operational approach that offers peak period free-flow travel to certain user groups, which might be high

occupancy vehicles (HOV), trucks, toll-paying vehicles, transit, low-emitting vehicles, or some combination of these and other groups. Motorists can use the managed lanes by paying electronic tolls using their Sunpass transponders. In addition to express buses, vanpools and registered car pools carrying three or more passengers can use these lanes for free, as will emergency vehicles. Congestion pricing can be used. Depending upon traffic conditions at that moment, the toll fees can go up or down. Electronic message board can display the current toll being charged on the new managed lanes, as well as real time traffic information. Dollars from the toll revenues can be used for building of the project, operations and maintenance of the project, road rangers, toll collection cost, and a proportionate amount of the toll revenue can apply toward transit (BRT). Once capital cost of construction is completed, a long-term plan should be in place for excess revenue i.e.; transit, transit infrastructure, ITS.

The managed lane approach should address the following:

- Safety will not be overlooked when moving traffic from lane to lane
- Optional widening of the expressway with an extra lane
- Adding signage to exits
- Optional shoulder widths reduced as to prevent persons exiting vehicles
- Public safety education
- Enhanced ITS and video monitoring enabling decreased road ranger response time
- Road rangers tending accidents would temporarily close lanes
- Four foot gap between managed lanes and regular lanes with delineator

3. Transportation Demand Management (TDM). TDM means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering peak hour travel demand. These strategies and techniques include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. TDM also is effective at lower residential densities than are required for public transit and pedestrian and bicycle programs. Thus, TDM can be another strategy to help combat the effects of sprawl.

The report entitled Proposed Transportation Demand Management Options prepared by the Broward County Transportation Planning Division in cooperation with the FDOT which addresses the TDM programs. A summary of its findings is addressed below.

a. *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.

Broward County uses this TDM strategy to bring employees to and from the Governmental Center in downtown Fort Lauderdale. The Broward County ridesharing program is managed by South Florida Commuter Services (SFCS), a FDOT regional commuter assistance program. The SFCS provides computerized rideshare matching service free of charge to area residents, employers, and the Downtown TMA. **Policy 3.3.1.6.** addresses ridesharing and other TDM strategies as a means of increasing the vehicle occupancy rate.

b. *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 chose 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 2-hour intervals. Broward County government uses staggered work hours, at 30 minute intervals, with employees generally arriving as early as 7:00 a.m. and as late as 9:00 a.m. Compressed work schedule means the employees work the usual number of hours each week or pay period, but do so in fewer days. Broward County Traffic Engineering Division and Mass Transit Division are currently using this strategy with a four/forty schedule; employees work a 40-hour week in four 10 hour days.

c. *Telecommuting.* Telecommuting is completely independent of densities since employees work at home instead of commuting to work. Constraints on telecommuting relate to the job itself, not its location. Only workers in information-oriented jobs are candidates. Broward County allows each Division Director to establish its own telecommuting policy. This TDM strategy is still infrequently used by Broward County because it is difficult to monitor and can be subject to abuse.

d. *Shuttle services.* This TDM strategy uses buses, vans and cars to provide transportation from remote parking locations to the workplace. Broward County uses shuttle services at Fort Lauderdale/Hollywood International Airport for both its employees and for air carrier passengers. The Broward Urban Shuttle also provides free bus services to all residents in the area bounded by Sunrise Boulevard to the north, NW 27th Avenue to the east, Davie Boulevard to the south, and SR 7/Lauderhill Mall to the west.

e. *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 limitations, and shared parking. Broward County uses various parking management strategies at County-

owned or operated facilities but has limited influence on most of the significant parking facilities, as these facilities are located within, or owned or operated by, municipalities (See Table 3-7). Further, since the unincorporated area has no downtown or any significant concentration of intense, non-residential uses, County parking management strategies would have an insignificant impact on the LOS or mobility.

Preferred parking is a transportation demand management strategy that gives certain users, such as ridersharers and the disabled, the most convenient parking spaces, such as a location closer to the building or a covered parking space. Broward County provides preferred parking for its employees who work at the Broward County Governmental Center. At the Governmental Center Parking Garage, the second floor of the County owned and operated garage is reserved for ridesharers while portions of the first floor closest to the Governmental Center are reserved for the disabled. The parking garage's second floor has direct access to a covered and air conditioned walkway that extends into the Broward County Governmental Center. Preferred parking also is used at those three (3) railway stations serving Amtrak. At those terminals, parking spaces closest to the Amtrak terminal are reserved for Amtrak users; parking for Tri-Rail users is located further away. 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 has proven to be one of the most effective transportation demand management strategies for maintaining and improving the LOS and mobility. Price parking employs a fee for use of a parking space. Broward County uses price parking at the Fort Lauderdale-Hollywood International Airport and at the Convention Center. For example, at Fort Lauderdale-Hollywood International Airport, short-term hourly parking is located closest to the terminals. Daily parking is located in parking garages near the terminals but on different levels of further away than the short-term parking. The economy lots are further away than the daily parking lots but are cheaper. Finally, the least costly lots, the park and ride lots, are located west of I-95. A shuttle is necessary to get to and from these lots.

Broward County, like most South Florida employers, does not use price parking at its Governmental Center Parking Garage. The abundance of free parking encourages solo commuters, thereby aggravating the LOS and mobility. Further, free parking still receives a more favorable federal tax treatment than employer subsidies for other transportation modes. As a means of improving the LOS, mobility, and air quality, Broward County should consider abolishing free parking at the Governmental Center and replacing it with market-rate parking. 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 rideshares are eligible for free of discounted parking, while solo commuters pay the full price. To overcome employee resistance, Broward County could introduce travel allowances at the same time as parking charges; employees who solo commute would break even while those who rideshare would pocket the difference.

Parking limitations is another transportation demand management strategy that is effective in maintaining 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 demand. 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. Broward County employs shared parking at its Governmental Center Parking Garage. From about 6:00 a.m. to 6:00 p.m., the Governmental Center Parking Garage is reserved for County employees. From 6:00 p.m. to 6:00 a.m., however, the Parking Garage is used by patrons of the surrounding area of Himmarshee street and the Las Olas Riverfront an entertainment complex located adjacent to the Governmental Center. The shared parking arrangement between the County has caused some difficulties. These difficulties have resulted in the County discontinuing its placement of recycling bins in the Parking Garage. Despite these problems, shared parking can be effective if there is a clear agreement between the parties involved so that maintenance, lighting and litter issues are resolved.

f. *Corridor Studies.* In coordination with the MPO and FDOT, Broward County has taken an active role in the preparation of corridor studies. To date, corridor studies have been prepared for Broward Blvd, Oakland Park Blvd, State Road 7, Atlantic Blvd, Sunrise Blvd and Hollywood/Pines Blvd.

Related to the State Road 7 Corridor, the study initially provided for transit improvements such as bus lanes, express service, and improved passenger and pedestrian amenities. At the same time, transit supportive land use and urban design policies have been put in to place to encourage transit – oriented development and redevelopment along the corridor. The SR 7 corridor has also been identified as a transportation corridor of regional significance. During the past ten years Broward County emphasis has shifted from roadway construction to a more balance multimodal system, as reflected in the most recent corridor studies.

g. *Congestion Management Plan (CMP).* Broward County has completed a Congestion Management Plan (CMP). The strategies developed within the Congestion Management Plan, addresses multi-modal corridor studies. The CMP includes the following:

- Establishment of measures and standards to assess mobility patterns and the performance of roadways and transit systems;
- Identification of congested corridors and areas;

- Identification of short and long range transportation strategies;
- Establishment of a monitoring process to assess the effectiveness of the congestion management strategies.

The current CMP also lists projects to mitigate congestion and improve the operational level of service on the corridors. It is organized alphabetically by corridor, and within each corridor, by recommended priority of implementation. The recommended projects are prioritized based on cost effectiveness and on public input; therefore, the Plan is a set of implementable congestion strategies. A cost estimate and a possible funding source, if identified, is listed alongside each project. And these projects also have been presented as candidates for inclusion on Broward County's priority list in the TIP.

4. **Strategic Intermodal System (SIS) including the Florida Intrastate Highway System (FIHS).** The SIS/FIHS is designed for interregional and intrastate functions. Even though most of the traffic on the SIS/FIHS today is local traffic making trips less than 25 miles in length, it is still vital for FDOT and Broward County to establish methods of monitoring the impacts on the system and strategies to facilitate local traffic to use alternatives to the system to protect its interregional function.

a. *SIS/FIHS impacts monitoring report*. Table 3-54 shows the peak traffic and volume to capacity ratios for 12 selected FIHS segments for 2005 and 2030. The table shows that in 2005 half of the 14 segments had a volume to capacity ratio exceeding 1.0. In year 2030, all but four (4) of the 14 segments will have a volume to capacity ratio exceeding 1.0.

Table 3-54
Peak Hour Traffic and Volume to Capacity Ratio
For FIHS Segments within Broward County Urbanized Areas

FIHS	SEGMENT	2005 Peak Hour Volume	V/C	2030 Peak Hour Volume	V/C
I-95	Broward / Miami-Dade County line to Commercial Blvd.	24,056	1.42	32,179	1.90
	Commercial Blvd to Broward / Palm Beach County line	19,462	1.45	27,541	1.62
I-75	Broward / Miami-Dade County line to Sawgrass Xway	10,493	0.75	21,822	1.29
	Sawgrass Xway to US 27	3,927	0.42	6,514	0.66
	75 to University Drive	12,189	1.24	19,037	1.12

FIHS	SEGMENT	2005 Peak Hour Volume	V/C	2030 Peak Hour Volume	V/C
I-595					
	University Drive to FTPK	14,335	1.07	23,318	1.37
	FTPK to SR 7	14,960	1.52	21,898	1.29
	SR 7 to US 1	12,680	0.94	19,224	1.24
Florida Turnpike	Broward / Miami-Dade County line to Commercial	11,443	1.14	19,077	1.40
	Commercial Blvd to Broward / Palm Beach County line	9,596	0.95	15,891	1.17
H.E.F.T	Broward / Miami-Dade County line to FTPK	4,823	0.77	9,077	1.45
Sawgrass Expwy	SR 84 to Altantic Blvd	8,418	0.86	9,010	0.92
	Atlantic Blvd to Powerline Rd	6,798	1.09	7,318	0.74
US 27	Broward / Miami-Dade County line to I – 75	1,548	0.46	2,773	0.82

Source: Appendices 3 – C and 3 - D, Roadway Level of Service Analysis, Broward County Transportation Planning Division, 2006.

b. *Strategies to relieve traffic from the FIHS*. **Policy 3.4.2.** identifies 14 strategies to help relieve SIS / FIHS traffic. Six (6) of the 14 strategies focus on improving transportation facilities that are parallel to SIS/FIHS roads. These strategies are premised on the assumption that improving roads parallel to SIS/FIHS roads will make those roads more attractive as a means of travel. These strategies include improving roadway and public transit LOS, double tracking of the South Florida Rail Corridor, implementation of the congestion management plan, and use of transit-oriented design.

Four (4) additional strategies relate to public transit. These include enhancing feeder bus service to Tri-Rail, expanding community/municipal bus service, improving access to transit, and public education.

Another strategy provides for connecting discontinuous roadways, particularly the NW 7th/9th Avenue Connector project in Fort Lauderdale. This project is designed to connect the

two arterial roads south of Sunrise Boulevard. This north/south corridor is approximately one mile east of I-95.

Another strategy addresses implementation of an intelligent transportation system (ITS). ITS is the use of technology, in whatever form, to assist motorists in the safe and efficient use of the transportation system. It includes the computerized traffic signal system, a new ITS control center for Broward County, the I-595 Changeable Message Sign System, variable messages signs for the bridge crossings of the intracoastal waterway, cameras for surveillance and vehicle detection, incident management, emergency management, motorist information system via the use of radio on the Florida Turnpike, and transit vehicle locator system, and the Tri-Rail information system.

Yet another strategy provides for working with the municipalities to establish public transportation corridors. The designation is an initial step toward the corridor receiving funding and program consideration in subsequent program years to mitigate traffic congestion and further mobility through transit enhancements.

c. *Coordination with FDOT*. The final strategy calls for annually monitoring and evaluating the LOS on the SIS/FIHS in order to determine whether the strategies are actually relieving traffic. If not, the policy provides for identifying additional strategies in coordination with the FDOT and the MPO.

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

1. **The Future Unincorporated Area Land Use Element**. Internal consistency between the Future Unincorporated Area Land Use Element (FUALUE) and the Transportation Element is maintained through objectives and policies in both the FUALUE and the Transportation Element (TE). FUALUE **Objective 2.1.**, which establishes the County's Concurrency Management System (CMS), assures that development orders and permits are not issued unless adequate transportation facilities area available. FUALUE **Policy 2.1.5**. provides for concurrency to be applied to all roads functionally classified as a collector road or higher. The FUALUE also contains policies on compatibility with airports and related facilities (e.g., **Policies 2.10.14. - 18.**)

The TE includes several policies pertaining to the CMS, including **Policies 3.4.2** and **3.4.12.** The TE further includes a policy which considers the impact land use has on the

transportation system (See **Policy 3.4.20.**) and the impact the transportation system has on land use (See **Policy 3.4.21.**). And through **Objective 3.7**. and its implementing policies, future rights-of-way are identified and protected. Through these policies, consistency between the TE and FUALUE is assured.

2. **Broward County Land Use Plan.** 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. Because the BCLUP may be considered as an optional future land use element to the Broward County Comprehensive Plan, the FUALUE must be internally consistent with the BCLUP. The BCLUP contains a goal, three (3) objectives and numerous policies on coordinating land use and transportation. Through certification of future land use elements subsequent to a DCA determination of compliance, consistency between future land use elements and the transportation system are assured.

The BCPC, and not the Board of County Commissioners, has exclusive jurisdiction over the Trafficways Plan, a right-of-way identification map. To accommodate the impacts of new development, right-of-way is required from developing parcels to provide for an adequate regional roadway network. A dedication for at least half of the roadway width that the Trafficways Plan calls for is normally required at the platting stage. No plat of lands lying within Broward County, either in the incorporated or unincorporated areas, may be recorded in the Official Records prior to approval by the County Commission.

3. **Long Range Transportation Plan.** The Long Range Transportation Plan (LRTP) is the primary source for identifying priority projects for inclusion in the Transportation Improvement Program (TIP) and guides the expenditure of federal, state, and local transportation funds. It provides a coordinated planning effort to mitigate traffic congestion, minimize reconstruction of existing facilities, and allow for adjustment of growth management policies and transportation strategies. The 2030 LRTP consists of eleven major sections:

1. Public Involvement Plan
2. Goals and Objectives
3. Data Compilation
4. Model Evaluation
5. Needs Assessment,
6. ETDM
7. Financial Resources
8. Coast Feasible Plan
9. Air Quality
10. Environmental Justice
11. Regional Plan

The Broward County 2030 LRTP which was adopted by the MPO in December 2004, represents the currently adopted LRTP. The Year 2030 LRTP's goals, objectives and

policies are consistent with the provisions of the Transportation Efficiency Act of the 21 Century (TEA-21) under which 7 specific factors were identified.

One of its goals is to provide a balanced multi-modal transportation system with a mixture of roadways and transit services that provides for the local and regional movement of people and good.

The Year 2030 LRTP served as the basis for some of the data and analysis used in the development of this Support Document.

4. **Year 2030 Cost Feasible Plan (CFP).** The Year 2030 CFP, which was adopted by the MPO, is a transportation plan that identifies major capacity-enhancing improvements recommended for implementation based on projected fund availability. The CFP serves as the basis for funding of the county's roadway and transit programs, bicycle plan, pedestrian plan, and seaport and airport master plans. The allocation of the total funds projected to be available is summarized below:

In aggregate, the cost for all of the projects contained in the Cost-Feasible Plan must be within the anticipated revenue that is expected to be available for these projects. The cost for each mode of the Long Range Transportation Plan is summarized in Table 3-55. The total cost of $6.53 billion over the 21 years the plan covers (years 2010 to 2030) is consistent with the anticipated revenues.

Table 3-55
Year 2030 Cost Feasible Transportation Plan

Mode	# Projects	Cost ($000)
Pedestrian	114	22.7
Greenway	4	53.2
Bicycle	93	100.3
Waterborne	5	48.8
Transit	29	4,081.20
Highway	83	2,126,40

Source: Broward County Year 2030 Long-Range Transportation Plan, Final Report 2005.

The TE is consistent with the CFP because the CFP is a component of the LRTP, and the LRTP provided some of the data and analysis used in this Support Document.

5. **Florida Department of Transportation's Adopted Work Program.** Broward County is in the jurisdiction of FDOT's District 4; therefore, FDOT District 4's Work

Program for Fiscal Year 1997/98 Through 2001/02 contains Broward County's projects. The Work Program basically lists the projects with abbreviated terms and codes of action. The Program consists of three sections. First, the Glossary of Terms contains the Work Program item numbers with codes for identifying project; project length; road numbers, project description; phase, estimated cost and source of funds. Second, Fund Codes includes abbreviations of various funding categories. Finally, the actual program lists projects, with details described in the above-mentioned two sections. 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 Long Range Plan, in turn, is formulated with the goals and objectives consistent with the Transportation Element. The Work Program, once adopted, forms the basis of the new TIP.

6. **Transportation improvement program (TIP).** The TIP is a comprehensive listing of transportation projects in Broward County scheduled for funding in the next five years. It represents the cooperative integration of plans by municipalities, 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 most recent TIP was adopted on May 8, 1997. The TIP is coordinated with the TE indirectly through the CIE, which includes a section on jointly funded programs.

7. **Fort Lauderdale-Hollywood International Airport Master Plan Update.** In 1994, the Airport Master Plan Update was approved by the Board of County Commissioners, which provides a development plan to address future capacity needs. The Master Plan provided the data and analysis included herein on the Fort Lauderdale-Hollywood International Airport as well as the objectives and policies included in the TE. Further, **Policy 3.5.3.** provides for coordination of the Master Plan with the FAA.

8. **North Perry Airport Master Plan Update.** The Master Plan provided the data and analysis included herein on the North Perry Airport as well as the objectives and policies included in the TE. The Aviation Department updated the 1985 Master Plan in 1996 and extended the planning horizon to the year 2015. **Policy 3.5.3.** addresses coordination of the North Perry Airport Master Plan. As mentioned before, an update to the current North Perry Airport Master Plan is scheduled for Spring 2007.

9. Port Everglades Master/Vision Plan. The Port Everglades Master/Vision Plan has already been incorporated into the Deepwater Port Component of the Coastal Management Element. Further, the Master/Vision Plan provided the data and analysis included herein on

Port Everglades as well as the objectives and policies included in the TE. In addition, **Policy 3.5.4**. addresses coordination of the Master Plan with a number of other plans and programs.

10. **Tri-County Rail Transit Development Plan.** This Plan provided the data and analysis included herein on Tri-Rail as well as the objectives and policies included in the TE.

11**.** **Broward County Bicycle Facilities Network Plan (BFNP).** The data and analysis included herein, and the TE objectives and policies are based on the BFNP. This assures consistent between the plans.

12. **Broward County Five-Year Pedestrian Facilities Development Program,** FY 1992/93 - FY 1996/97 (PFDP). The data and analysis included herein, and the TE objectives and policies are based on the PFDP. This assures consistent between the plans.

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

F. Promoting and supporting public transit in designated public transportation corridors. Subsection 163.3177(6)(j)8, FS, requires the Transportation Element to address the identification of land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors to encourage population densities sufficient to support such systems. This section addresses land use and building intensities. They address transportation management programs elsewhere.

One of the major issues outlined in Broward County's 2004 Evaluation and Appraisal Report (EAR) was Developing Transit Oriented Land Uses. The County identified that Broward's population will continue to grow and the vacant land available is not sufficient to accommodate the growing population. Instead of redeveloping existing residential neighborhoods, the County along with its municipalities identified the County's future transit corridors as areas where redevelopment will occur.

1. **Intergovernmental Coordination.** Broward County held a number of workshops through its EAR process. The EAR workshops were held monthly and focused on the EAR's major issues. Through these workshops, Broward County and the municipalities worked together to develop two new transit oriented land use categories and one mixed use land use category.

2. **Transit Oriented and Mixed Use Land Uses.** Through the EAR Workshops, the County created three new land uses:

   - Transit Oriented Corridor (TOC) – This category facilitates mixed use development with access along transit service corridors.

- Transit Oriented Development (TOD) – This land use category promotes mixed use developments in major transit hubs, regional transit stations (Tri-Rail) and intermodal transportation centers.

- Mixed Use Residential (MUR) - This category allows for mixed use in areas without requiring a present or future premium transit connection.

3. **Land Use Intensities.** As part of adopting these land use categories, the County and its municipalities identified the need for intensities for each new land use category. For TOC and TOD, the jurisdiction is required to set the intensity and density standards when the land use amendment is submitted. Like other land use categories such as Regional Activity Centers or Local Activity Centers, the jurisdiction sets the maximum intensities for each land use in the entire area to be developed into TOC or TOD. For MUR, the County identified four separate intensities: Low 5 Mixed Use, Medium 16 Mixed Use, Medium/High 25 Mixed Use and High 50 Mixed Land Use.

4. **Travel demand forecasting model.** The Florida Standard Urban Transportation Model Structure (FSUTMS), maintained by the MPO, was the travel demand forecast model used to model alternative land use intensities. The FSUTMS model is a four stage gravity model. At the most basic level, the typical forecasting model is structured around the following four sequential steps:

   - Trip Generation - Estimation of number of trips produced by and attracted to each traffic analysis zone.

   - Trip Distribution - Determination of the origin and destination zone for each trip.

   - Modal Choice - Calculation of number of trips using the different modes of transportation such as auto, transit, walk and others.

   - Assignment - Loading of auto trips onto the highway network or person trips onto the transit network.

Land Use Inputs. Land use inputs are addressed in the model by dividing the County into a number of traffic analysis zones (TAZs). A TAZ is a compact geographic area which coincide with census track boundaries and usually bounded by roadways, and physical barriers such as expressway, rivers, canals, or other physical structure that limits the crossing of motorized vehicles. Broward County has 892 TAZs. Two data bases are associated with each TAZ.

Data base 1 includes population and housing information, depicting the production side of the trip generation step. Data base 2 comprises employment and school data, displaying the attraction side of

the trip generation step. In addition, the model includes information on special generators (i.e., major ports, parks, and shopping malls), internal-external trips for travel across the county lines either south to Miami-Dade County or north to Palm Beach County, and external-external trips for trips passing through Broward County.

Transportation system inputs. The transportation system inputs include information on roadway geometry (such as number of lanes, facility type, area type etc.). The transit network uses mainly the highway network, and other transit system information such as headway, bus travel speed, bus stops, and bus capacity.

The FSUTMS model generates trips at each traffic analysis zone (TAZ) from land use variables (population and employments.) Trips are distributed between zones using gravity concept and friction 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 equilibrium concept based on speed and capacity of each highway facility in the network.

Before using the model in traffic projection, it should be validated for the most recent year in which travel and census data are available. In Broward County, the model was validated for the year 1990. In the validation process, various coefficients and parameters are developed specifically for the Broward County transportation network such as speed and capacity tables, friction factors, and average auto occupancy rates. Transit coefficients are developed based on current transit market shares. Model runs are made until simulated model output matches the ground count for the year being validated. Then, the validated model coefficients and parameters are applied to future years. In this case, the year 1990 validated model coefficients and parameters were applied to the 2015 network to obtain year 2015 traffic volumes and transit ridership estimates.

For the purpose of this analysis, the main variable that was modified in the year 2015 model was the land use data and transit connectivity to affected TAZ's.

5. **Transportation/Housing Oriented Development (THOR). Objectives 3.4, 3.6, and 3.12, and Policies 3.4.20.7, 3.4.21, and 3.6.1,** support the Transportation / Housing Oriented Redevelopment (THOR) initiative and the principles of protecting existing neighborhoods by directing growth to transit corridors and nodes; These objectives and policies are intended to institutionalize the Transportation / Housing Oriented Redevelopment (THOR) program as a collaborative planning process with emphasis on multi-jurisdictional planning between Broward County (County) and the municipalities, and inter-governmental and intra-governmental planning, for inter-coordinated development which addresses land use and redevelopment on corridors identified in the Metropolitan Planning Organization's Long Range Transportation Plan (LRTP) and the County's Land Use Plan; and to advance transit corridors and nodes as the location for the coordinated allocation of new infrastructure, including high-capacity transit, and higher capacity for utilities to meet the demands of

increased numbers of residents, employers, employees, and customers for local businesses to create smart growth infrastructure development, sustainability, economic development, and affordable / attainable housing.

6. **Child and/or Senior Daycare near Transit Facilities/Centers. Policies 3.2.2.14 and 3.5.8.8** encourage the provision for childcare (and senior daycare) at or near transit facilities/centers that will assist parents in accessing jobs, reduce trip chaining, and can reduce vehicle miles traveled. Childcare, like parks and schools, is important to families and can be included in new developments. Just as transportation enables parents to go to work, so can child and/or senior care. Most working parents travel extra miles between home and work and better connections decrease traffic congestion.

IV. IMPLEMENTATION

A. Authority**.** Planning for the County roadway network is primarily the responsibility of the Broward Metropolitan Planning Organization (BMPO). The MPO is a policy board of local, elected officials, established under the federal requirements of 23 U.S.C. 34 for the utilization of federal transportation funds in the urbanized area of Broward County. The duties of the B~~C~~MPO include the development of a comprehensive transportation plan which includes consideration of long-range goals and transportation system management measures, an annual unified planning work program, and an annually updated, five-year transportation improvement program pursuant to Section 339.175 Florida Statutes. The State recognizes the MPO as the forum for cooperative decision making in these matters.

The Planning and Redevelopment Division to the Bicycling Advisory Committee (BAC) which was created in 1981 by resolution of the Broward County Board of County Commissioners. The purpose of the BAC is to study and advise the Broward County Board of County Commissioners on all matters related to bikeways including: review Broward County road construction projects at their planning and design stages for the possible inclusion and/or placement of bikeway systems; recommend prospective locations of future bikeways; study, pursue, solicit, and encourage public and private funding for bikeway projects; compile and provide educational and informational material; seek public input to determine community desires and priorities regarding bikeways; develop programs to encourage the increased use of bicycles throughout Broward County; and submit to the County Commission an annual report and proposed budget.

Transportation planning and implementation in Broward County is the responsibility of several state, county, and municipal agencies. Table 3-56 lists these agencies and their responsibilities concerning all phases of transportation planning and improvements.

Table 3-56
Transportation Planning Legislation and Responsible Agencies Broward County, 2006

Agency	Enabling Legislation	Responsibility
Federal Aviation Administration	Subtitle VII of Title 49, United States Code	Regulate air commerce to promote its safety and development; achieve efficient use of the navigable airspace of the U.S.
Florida Department of Transportation (FDOT), Aviation Office.	Florida Statutes, Chapter 332 and Chapter 333	Plan airport systems in the state as well as assist, advise, cooperate and coordinate with the federal, state, and local, and private organizations in planning such a system.
Broward County Aviation Department	Broward County Administrative Code, Ch. VIII, Section 50.01	Planning, construction, operation, and maintenance of buildings, hangars, runways, and other county-owned facilities located upon and used in connection with FLL and North Perry Airports.
Broward County Mass Transit Division	Broward County Administrative Code (BCAD) and the Americans with Disabilities Act (ADA) of 1990	Administering the Mass Transit Program; coordinate the administration, management, operation, and maintenance of a countywide transit and paratransit system.
Transportation Planning Division (MPO)	Broward County Administrative Code, Vol. 1 Chapter 8, Sections 110.01, 110.012, 110.04, 110.041, (G), (H). F.S. Ch. 163 & Rule 9J-5	Administration and coordination of transportation planning and improvement programs in the Broward County Urbanized Area.
Tri-County Commuter Rail Authority	Florida Statutes, Chapter 343	Operates the commuter rail system in Dade, Broward, and Palm Beach County
Port Everglades Department	Laws of Florida Chapters 59-1157, 89-427 , 94-429; 99-475 Broward County Administrative Code Chapters 16,32,42	Plans, develops, operates, and maintains Port Everglades as one unit of Broward County Government
Development Management Division	Broward County Administrative Code, Ch. 5, Art. 6.	Issuance of development permits in Broward County
Traffic Engineering Division	Broward County Administrative Code, Ch. 6, Art. 1. C. 1	Design, install, and maintain signals, signs, and pavement markings
Highway Construction and Engineering Division	Broward County Administrative Code, Ch. 6, Art. 1.C. 3	Primarily responsible for the engineering design and construction of County roads

Source: Unified Work Program of Transportation Planning Activities, FY 2005, Broward County Transportation Planning Division, 2006.

B. Sources. The Broward Metropolitan Planning Organization (BMPO) is the primary source for the data and analysis included in this Element. Other sources include the Broward County

Transportation Department, Development and Environmental Regulation Division, Emergency Management Division, and Highway Construction and Traffic Engineering divisions, the Aviation and Port Everglades Departments. The reference sources are listed in the following:

1. Broward County Urban Planning and Redevelopment Department, Land Development Code, 2008.

2. Broward County Metropolitan Planning Organization, Congestion Management Studies.

3. Broward County Transportation Planning Division, Transportation Disadvantaged Service Plan. 2006.

4. Broward County Transportation Planning Division and the Division of Mass Transit, Broward County Transit Development Plan, FY 2006-2010. 2006.

5. Broward County Transportation Planning Division, Broward County Bicycle Facilities Network Plan. 1996.

6. Broward County Transportation Planning Division, Broward County Five-Year Pedestrian Facilities Development Program, FY 1992/93 - FY 1996/97. 1993.

7. Broward County Urban Planning and Redevelopment Department, Broward County Comprehensive Plan, Vol. 2 and Vol. 4.as amended 2006.

8. Broward County Environmental Protection Department and Broward County Aviation Department, Evaluation and Appraisal Report for the Fort Lauderdale/Hollywood International Airport Element. 1995.

2. Broward County Environmental Protection Department, Evaluation and Appraisal Report for the Bikeways Element. 1995.

10. Broward County Environmental Protection Department, Evaluation and Appraisal Report for the Traffic Circulation Element. 1995.

11. Broward County Environmental Protection Department, Evaluation and Appraisal Report for the Mass Transit Element. 1995.

12. Broward County Environmental Protection and Growth Management Department and Port Everglades Department, Evaluation and Appraisal Report for the Deepwater Port Component of the Coastal Management Element. 2011.

13. Broward County Environmental Protection and Growth Management Department and Port

Everglades Department, Deepwater Port Component of the Coastal Management Element, Broward County Comprehensive Plan.2011.

14. Broward County Environmental Protection Department, Broward County Congestion Management System: Performance Evaluation and System Monitoring.

15. Broward County Planning Council, 1989 Broward County Land Use Plan, amended Volume 1. 2006.

16. Broward County Aviation Department, Master Plan Update: North Perry Airport. 1996.

17. Broward County Mass Transit Division, Broward County Transit Development. 2005.

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

19. Florida Department of Transportation, FSUTMS ZDATA Development Process, Technical Memorandum 4. 1997.

20. Florida Department of Transportation, Ft. Lauderdale Airport/Seaport Multimodal Connector Study. 1996.

21. AECOM, Port Everglades Master/Vision Plan, 2011

22. Moore, Terry and Thorsnes, Paul, The Transportation/Land Use Connection, American Planning Association. 1994.

23. South Florida Regional Planning Council, Strategic Regional Policy Plan for South Florida. 2004.

24. South Florida Regional Planning Council, South Florida Regional Hurricane Evacuation Study. 1995.

25. Economic and Business Research, 1996 Florida Statistical Abstract, 3rd Edition. 1996.

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

1. Transportation Improvement Program (TIP). The TIP is adopted annually by the MPO and includes countywide transportation-related projects which are state and federally funded. The TIP contains projects proposed for initiation in the five years following adoption and corresponds with the state fiscal year, which begins on July 1st and ends on

June 30th. Funding sources for the various projects also are included in the TIP.

2.Capital Improvements Element (CIE). The CIE of the Broward County Comprehensive Plan is adopted annually by the Broward County Board of County Commissioners and includes transportation-related projects for which the county has responsibility. The CIE contains projects proposed for initiation in the five years following adoption and corresponds with the county's fiscal year, which begins on October 1st and ends on September 30th. Funding sources for the various projects also are included in the CIE.

3. Florida Seaport Transportation Economic Development (FSTED) Program. The Florida Seaport Transportation Economic Development (FSTED) Act, Chapter 311, Florida Statutes, establishes the FSTED program within the Florida Department of Transportation to finance port transportation or port facilities projects that will improve the movement and intermodal transportation of cargo or passengers in commerce and trade and that will support the interests, purposes, and requirements of Florida's deepwater ports listed in Section 403.021(9)(b), Florida Statutes. The FSTED Program is funded through the State Transportation Trust Fund, and program funds are approved on a 50-50 matching basis. To be eligible for consideration for funding, a project must be consistent with the Port Master Plan which is incorporated as part of the approved local government Comprehensive Plan as required by Section 163.3178(2)(k), Florida Statutes. The newly updated Deepwater Port Component of the Coastal Management Element was adopted by the Broward County Board of County Commissioners on October 25, 2011.

4. DOT Intermodal Development Program Discretionary Funding. This funding program is provided for in Section 341.053, Florida Statutes and is administered by FDOT. Its purpose is to provide for major capital investments in fixed guideway transportation systems, access to seaports, airports, and other transportation terminals, providing for the construction of intermodal terminals, and to otherwise facilitate the intermodal movement of people and goods. Only projects associated with Intermodal Facilities of State-wide Significance are eligible for funding. Eligible projects include road or rail access improvements to airports, seaports, or other transportation terminals, feasibility/site studies for intermodal projects, design and construction of intermodal projects, design and construction of intermodal transportation terminals including park and ride facilities, fixed guideway transportation systems, development and construction of dedicated bus lanes, and right-of-way acquisitions associated with intermodal enhancement projects or facilities.

5. Federal Aviation Administration Airport Improvement Program (AIP) Grants. The AIP is a federal entitlement program to fund up to 80% of eligible capital project costs. The BCAD is allotted specific grants amounts based on the number of enplaned passengers and cargo weight landed at FLL. In addition, there is a discretionary grant program that awards funding to projects that demonstrate capacity or safety enhancements for an airport or the national air transportation system.

6. DOT Grants. The FDOT provides grants to the State's commercial service, reliever and general aviation airports for capital improvements, land acquisition, aviation planning and revenue generating economic development projects. FDOT will provide up to 50% for the non-federal share of projects under grant by FAA.

7. New Starts FTA Section 5309 funding include any fixed guideway system which utilizes and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles.

8. New Starts Transit Program (NSTP) is a program provides capital funding to local and regional transit agencies for the development of rail transit and bus rapid transit systems that support growth management plans. State funds match local funding and will maximize the receipt of discretionary Federal Transit Administration (FTA) New Starts funding to Florida. The program was created as part of major Growth Management legislation during the 2005 Legislative Session (SB 360). The program is patterned after the federal program by the same name. It provides up to 50 percent of the non-federal share of capital costs, including design, right of way acquisition, construction, and vehicle procurement. A typical project would be funded 50% federal, 25% local, and 25% state.

9. Transportation Regional Incentive Program (TRIP) is a State funded program created to improve regionally significant transportation facilities and provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The program was created as part of major Growth Management legislation during the 2005 Legislative Session (SB 360). The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

V. APPENDICES

APPENDIX A
Federal Functional Classification for Broward County's Roadways.

R0ADWAY ID	LOCAL_NAME	BEGIN SECTION	END SECTION	LENGTH	2000 FEDERAL FUNC CLASS
86999066	115 TER	SUNRISE LAKES BLVD	OAKLAND PARK BLVD	0.440	**U-C**
86000104	14 AVE	HALLANDALE BCH BLVD	JOHNSON ST	2.350	**U-C**
86000105	14 AVE	JOHNSON ST	TAFT ST	0.574	**U-C**
86999085	15 AVE	SUNRISE BLVD	NW 19 AVE	1.010	**U-C**
86180000	17TH ST. CWSY.	SR 5	HASKINS AVE	1.556	**U-MinA**
86999074	186 AVE/TAFT ST	PINES BLVD	196 AVE	1.440	**U-C**
86999072	196 AVE	PEMBROKE RD	STIRLING RD	3.560	**U-C**
86000194	23 AVE	24 ST	NE 39 ST	1.530	**U-C**
86999059	24 ST	US 1/SR 5	23 AVE	0.120	**U-C**
86999069	26 ST	FLAMINGO RD	HIATUS RD	0.990	**U-C**
86999067	29 MNR/SUNRISE LAKES BLVD	115 TER	SR 817 / UNIVERSITY DR	2.970	**U-C**
86999060	39 ST	US 1/SR 5	23 AVE	0.350	**U-C**
86000097	48 AVE	COUNTY LINE	HALLANDALE BCH BLVD	0.740	**U-C**
86000150	5 AVE	SHERIDAN ST	DANIA BCH BLVD	1.290	**U-C**
86999078	55 ST	FLAMMINGO RD	RED RD	1.000	**U-C**
86999079	66 AVE	TAFT ST	STIRLING RD	1.500	**U-C**
86999080	68 AVE	TAFT ST	STIRLING RD	1.500	**U-C**

86999062	82 ST	80 AVE	UNIVERSITY DR	0.440	**U-C**
86999063	94 AVE	OAKLAND BLVD	MACNAB RD	2.870	**U-C**
86999084	99 AVE	ROYAL PALM BLVD	29 ST	0.540	**U-C**
86180000	A1A	S ATLANTIC BLVD	SR 842/E LAS OLAS BL	0.339	**U-MinA**
86000120	ANDREWS AV/ELLER DR	SE 30TH ST	SE 19TH AVE/32 ST	1.633	**U-C**
86000187	ANDREWS AVE	HAMMONDVILLE RD	NW 15 ST (POMP BCH)	0.503	**U-MinA**
86033500	ANDREWS AVE	SW/SE 22ND ST	NE 6TH ST	2.455	**U-MinA**
86033500	ANDREWS AVE	SE 30TH ST	SW/SE 24TH ST	0.390	**U-C**
86033500	ANDREWS AVE	SW 24 ST	SW 22 ST	0.110	**U-MinA**
86033501	ANDREWS AVE	NW/NE 6 ST	NW/NE 16 ST	1.222	**U-MinA**
86517000	ANDREWS AVE	COPANS RD	SAMPLE RD	1.200	**U-MinA**
86520000	ANDREWS AVE	NW/NE 16TH ST	NW 44 ST/PROSPECT RD	2.343	**U-MinA**
86999046	ANDREWS AVE	NW 15 ST	COPANS RD	1.050	**U-MinA**
86999047	ANDREWS AVE	ATLANTIC BLVD	HAMMONDVILLE	0.500	**U-MinA**
86999044	ARVIDA PKWY	SR 84 EASTBOUND	SADDLE CLUB DR	2.240	**U-MinA**
86000430	ARVIDA PKWY.	SADDLE CLUB RD	I-75	3.600	**U-MinA**
86039000	ATLANTIC BLVD	US 441/SR 7	SR 849	2.482	**U-PAO**
86039503	ATLANTIC BLVD	ROCK ISLAND RD	US 441/SR 7	1.052	**U-PAO**
86050000	ATLANTIC BLVD	SRA1A NB/FT LAUDERDALE	N. ATLANTIC BLVD	2.381	**U-MinA**
8630000	ATLANTIC BLVD(SR814)	NW 31 AVE(SR-849)	US 1/SR 5/FEDERAL	3.903	**U-PAO**
8630000	ATLANTIC BLVD(SR814)	US 1/SR 5/FEDERAL HWY	SR A1A/OCEAN BLVD	0.739	**U-MinA**
86000437	ATLANTIC BLVD.	SAWGRASS EXPWY	CORAL RIDGE DR	1.241	**U-PAO**
86999055	ATLANTIC SHORE BLVD	US 1/SR 5	DIPLOMAT PKWY	0.777	**U-C**
86000043	BAILEY RD/NW 62ND	S.W. 81ST AVE	SR 7	2.016	**U-C**
86999006	BANKS RD	SAMPLE RD	WILES RD	0.840	**U-C**

86000443	BANKS RD.	ATLANTIC BLVD	SAMPLE RD	3.000	**U-C**
86000167	BAYVIEW DR	SUNRISE BLVD/SR 838	OAKLAND PARK/SR 816	2.157	**U-C**
86600004	BAYVIEW DR	SR 816	SR 5	2.700	**U-C**
86999048	BLOUNT RD	COCONUT CREEK PKWY	SAMPLE RD	2.000	**U-C**
8600036	BONAVENTURE BLVD	SOUTH POST RD	SR 84(WB)	4.294	**U-MinA**
8600036	BONAVENTURE BLVD	GRIFFIN RD	SOUTH POST RD	0.851	**U-MinA**
86000359	BROWARD BLVD	SR 84 WESTBOUND	FLAMINGO RD	0.815	**U-C**
86006000	BROWARD BLVD	SR 817/UNIVERSITY DR	SR 5/US 1	7.166	**U-PAO**
86500000	BROWARD BLVD	PINE ISLAND RD	SR 817/UNIVERSITY DR	0.744	**U-MinA**
86500000	BROWARD BLVD	JACARANDA C.C. DR	PINE ISLAND RD	0.400	**U-MinA**
86000145	BROWARD BOULEVARD	SR-5/US-1	VICTORIA PARK RD	0.767	**U-C**
86000116	BRYAN RD	STIRLING RD/SR 848	OLD GRIFFIN RD	0.780	**U-C**
86000144	CARDINAL DR	UNIVERSITY DR	WOODSIDE DR	1.326	**U-C**
86000210	CITY HALL CIRCLE WB	HOLLYWOOD BLVD	HOLLYWOOD BLVD	0.248	**U-PAO**
86999016	CLEARY BLVD	HIATUS RD	UNIVERSITY DR	2.600	**U-C**
8630000	COCONUT CREEK PWKY	SR 7/US 441	NW 31 AVE(SR-849)	2.271	**U-MinA**
86999023	COLLEGE AVE	SW 39 ST	SR 84	1.600	**U-C**
86046000	COMMERCIAL BLVD	DEAD/SAWGRASS EXP	NOB HILL RD	0.706	**U-PAO**
86014000	COMMERCIAL BLVD.	SR 817/UNIVERSITY DR	US 1/SR 5/FEDERAL HWY	8.758	**U-PAO**
86014000	COMMERCIAL BLVD.	US 1/SR 5/FEDERAL HWY	SR A1A/OCEAN BLVD	1.35	**U-MinA**
86999014	COMMODORE DR	NW 3 ST	W BROWARD BLVD	0.300	**U-C**
86519001	COPANS RD	SR 811/DIXIE HWY	NE 9 AVE	0.434	**U-MinA**
86529500	COPANS RD	SR 845/POWERLINE RD	DIXIE HWY	2.114	**U-MinA**
86003500	COPANS RD NE	NE 9TH AVE	SR /US-1	0.691	**U-MinA**
86000446	COPANS RD.	SR 7	SR 845/POWERLINE RD	3.169	**U-MinA**

86000019	CORAL HILLS DR	SAMPLE RD	WILES RD	1.072	**U-L**
86000019	CORAL HILLS DR	29 ST	SAMPLE RD	0.380	**U-C**
86004000	CORAL RIDGE DR	RIVERSIDE PARK ENT	SAWGRASS EXWY	5.055	**U-MinA**
86004000	CORAL RIDGE DR	SAWGRASS EXWY	HERON BAY BLVD	0.470	**U-C**
86004000	CORAL RIDGE DR	HERON BAY BLVD	TRAIL END RD	0.770	**U-C**
86000014	CORAL SPRINGS DR	ROYAL PALM BLVD	SAMPLE RD	0.945	**U-MinA**
86000014	CORAL SPRINGS DR	SAMPLE RD	WILES RD	1.010	**U-MinA**
86000014	CORAL SPRINGS DR	WILES RD	SAWGRASS EXP	1.070	**U-MinA**
86000014	CORAL SPRINGS DR	SAWGRASS EXP	HOLLENBERG RD	0.300	**U-C**
86000034	CORAL SPRINGS DR	ATLANTIC BLVD	ROYAL PALM BLVD	1.330	**U-MinA**
8600034	CORDOVA RD	17TH ST CSWY	SE 9TH ST	0.829	**U-L**
86999088	COUNTY LINE RD	I-95	DIXIE HWY	1.100	**U-C**
86000048	CYPRESS CREEK RD	BRIDGE UNDER US-441	NW 21 AVE	2.190	**U-PAO**
86000223	CYPRESS CREEK RD	NW 21ST AVE	SR 845/NW 9 AVE/POWERLINE RD	0.979	**U-PAO**
86530500	CYPRESS CREEK RD	SR 845/NW 9 AVE	I 95	0.750	**U-PAO**
86530500	CYPRESS CREEK RD	I 95	NE 18 AVE	1.305	**U-MinA**
86530500	CYPRESS CREEK RD	NE 18 AVE	US 1/SR 5	0.877	**U-C**
86030000	DANIA BEACH BLVD	N OCEAN DR	US 1/SR 5	1.969	**U-MinA**
86000066	DAVIE BLVD	SW 46 AVE	SR 7/US-441	0.570	**U-C**
86210000	DAVIE BLVD.	US 441/SR 7	US 1/SR 5/FEDERAL HWY	4.033	**U-MinA**
86031500	DAVIE RD	UNIVERSITY DR/SR 817	STIRLING RD/SR 848	1.462	**U-MinA**
86540500	DAVIE RD	STIRLING RD/SR-848	GRIFFIN RD/SR-818	1.303	**U-MinA**
86540000	DAVIE RD/SW 64TH AVE	GRIFFIN RD	I-595	2.026	**U-MinA**
86000108	DIPLOMAT PKWY	HALLANDALE BEACH BLVD	WASHINGTON ST	1.324	**U-C**

86503000	DIXIE HIGHWAY	SR824/PEMBROKE RD	DADE COUNTY LINE	1.592	**U-C**
86000114	DIXIE HWY	SR 822/SHERIDAN ST	PHIPPEN-WAITWRS RD	0.140	**U-C**
8603500	DIXIE HWY	SHERIDAN ST/(SR 822)	PEMBROKE RD/(SR 824)	2.537	**U-C**
86170000	DIXIE HWY	SW 2 ST	NE 2 ST	6.491	**U-MinA**
86170000	DIXIE HWY	NE 2 ST	PALM BEACH CO LINE	0.194	**U-MinA**
86000114	DIXIE HWY CROSSOVER	PHIPPEN-WAITWRS RD	US-1 @ 7 ST (DANIA)	0.573	**U-C**
86170000	DIXIE HWY E	MCNAB RD/SW 15 ST	AMERICAN LEGION/SW 2 ST	1.331	**U-MinA**
86170001	DIXIE HWY W-SB 1-WAY	SW 2 ST/AMER LEG BLVD	SR 811/MCNAB RD	1.336	**U-MinA**
86000094	DOUGLAS RD	DADE LINE/NW 215 ST	SHERIDAN ST	4.077	**U-MinA**
86999076	DYKES RD/SW 160 AVE	SHERIDAN ST	GRIFFIN RD	2.260	**U-C**
86999039	DYKES RD/SW 160 ST	MIRAMAR PKWY	SHERIDAN ST	3.790	**U-MinA**
86050000	E LAS OLAS BLVD	SE 16 AVE	SRA1A NB/FT LAUDERDALE	1.43	**U-MinA**
86000142	EAST LAS OLAS BLVD	ANDREWS AVE	SE 16 AVE	1.100	**U-C**
8600035	EISENHOWER BLVD	ELLER DR	17TH ST(PORT EVERGLD	1.482	**U-C**
86999068	EL MAR DR	OCEAN BLVD	OCEAN BLVD	1.020	**U-C**
86020000	FEDERAL HIGHWAY	BROWARD BLVD	SUNRISE BLVD	1.049	**U-PAO**
86010000	FEDERAL HWY	DADE CO LN	BEGIN RELOCATE US1	5.948	**U-PAO**
86020000	FEDERAL HWY	SUNRISE BLVD	PALM BEACH CO. LN.	3.424	**U-PAO**
86000070	FLAMINGO RD	124 AV/ACCESS RD	SAWGRASS XWY/OAKLAND	3.600	**U-PAO**
86190000	FLAMINGO RD	FLAMINGO RD/NEW ALGMNT	SR 84 WB	8.478	**U-PAO**
86190000	FLAMINGO RD	HONEY HILL/202/55 ST	FLAMINGO RD NEW ALGMT	2.419	**U-C**
86000434	FLAMINGO RD.	I-595	124 AVE/ACCESS RD	0.156	**U-PAO**
86000172	FLORANADA RD	OLD DIXIE HWY/SR 811	US 1/SR 5	0.984	**U-C**
86470000	FLORIDA'S TURNPIKE	DADE CO. LN.	PALM BCH COUNTY LINE	25.912	**U-PAOF**
86525500	GREEN RD/NE 48 ST	POWERLINE RD	NE 3RD AVE	2.000	**U-MinA**

86000001	GRIFFIN RD	SR 25 (US 27)	I 75	4.962	**U-MinA**
86000001	GRIFFIN RD	I 75	SR 823/FLAMINGO RD	2.525	**U-MinA**
86015000	GRIFFIN RD	SR 823/FLAMINGO RD	US 1/SR 5	10.745	**U-PAO**
86000550	GULF STREAM WY	RAVENSWOOD RD	TRI RAIL ENTRANCE	0.261	**U-C**
86471000	H.E.F.T.	DADE CO. LN.	FLORIDA'S TURNPIKE	7.706	**U-PAOF**
86200000	HALLANDALE BCH BLVD.	SR 7	SR A1A	5.429	**U-PAO**
86036500	HAMMONDVILLE RD	NW 31 AV/SR-849	SR-811/DIXIE HWY	2.668	**U-MinA**
86999028	HARRISON ST	DIXIE HWY	US 1/SR 5	0.340	**U-MinA**
86000423	HIATUS RD	SHERIDAN ST	STIRLING RD	1.014	**U-C**
86999009	HIATUS RD	COMMERCIAL BLVD	MC NAB	1.040	**U-MinA**
86999012	HIATUS RD	SUNRISE BLVD	OAKLAND PARK BLVD	1.550	**U-MinA**
86999030	HIATUS RD	RED RD	PEMBROKE RD	0.700	**U-MinA**
86999021	HIATUS RD (MISS BM)	ORANGE DR	SW 26 ST	1.590	**U-C**
86999083	HIATUS RD (NEW)	SR 84	SUNRISE BLVD	2.380	**U-MinA**
86000423	HIATUS RD.	PEMBROKE RD	SHERIDAN ST	2.590	**U-MinA**
86000423	HIATUS RD.	STIRLING RD	SW 55 ST	0.664	**U-L**
86000465	HIATUS RD.	OAKLAND PARK BLVD	COMMERCIAL BLVD	2.000	**U-MinA**
86120000	HILLSBORO BLVD	I-95	US-1/SR-5/FEDERAL HWY	1.608	**U-PAO**
86120000	HILLSBORO BLVD	US 441/SR 7	I-95	5.343	**U-MinA**
86120000	HILLSBORO BLVD	US-1/SR-5/FEDERAL HWY	SR A1A/NE/SE 20 AVE	0.872	**U-MinA**
86999002	HILLSBORO BLVD	LOXAHATCHEE RD	US 441/SR 7	1.490	**U-C**
86000022	HOLIDAY S/WOODSIDE/LEINER	SAMPLE RD	NW 38 ST	0.284	**U-C**
86000022	HOLIDAY SPRING BLVD	ROCK ISLAND RD	SAMPLE RD	1.73	**U-C**
86040000	HOLLYWOOD BLVD	FL TPK ENT/EXIT	DIXIE HWY/21 AVE	4.083	**U-PAO**

86040000	HOLLYWOOD BLVD	DIXIE HWY/21 AVE	SR 5	0.304	**U-C**
86040000	HOLLYWOOD BLVD	N 17 AVE	SR A1A	1.585	**U-MinA**
86000010	HOLMBERG RD	CORAL SPRINGS DR	SR 7	4.202	**U-C**
86999003	HOLMBERG RD	CORAL RIDGE DR	CORAL SPRINGS DR	0.870	**U-C**
86075000	I-75	SR 25	COLLIER COUNTY LINE	26.700	**R-PAI**
86075000	I-75	BROW/DADE CO LN	SR 25	18.650	**U-PAI**
86070000	I-95	DADE CO. LN.	BEGIN BRIDGE# 860195	25.285	**U-PAI**
86000433	INDIAN TRACE	SADDLE CLUB DR	WESTON RD	2.370	**U-MinA**
86999045	INDIAN TRACE	SR 84 EASTBOUND	SADDLE CLUB DR	1.470	**U-MinA**
86000433	INDIAN TRACE/14 ST	WESTON RD	SW 36TH AVE	2.770	**U-C**
8600038	INDIANA AVE	DAVIE BLVD	CAMPUS CIR	0.700	**U-L**
86000051	INVERRARY BLVD	NW 19 ST	NW 44 ST	2.445	**U-C**
86000050	INVERRARY BLVD WEST	OAKLAND PARK BLVD	NW 44 ST	0.924	**U-C**
86000241	JOHNSON RD	SR 7	LYONS RD	0.977	**U-C**
86531500	JOHNSON ST	SR 7/US 441	SR 9/I-95	2.600	**U-C**
86531501	JOHNSON ST	SR 9	N 14 AV	2.050	**U-C**
86999075	JOHNSON ST	US 27/ SR 25	196 AVE	1.590	**U-C**
86000410	JOHNSON ST.	FLAMINGO RD	PALM AVE	2.093	**U-C**
86019500	JOHNSON ST/NW 9TH ST	PALM AVE	SR-817/UNIVERSITY DR	2.000	**U-C**
86019501	JOHNSON STREET	SR-817/UNIVERSITY DR	SR 7	2.518	**U-C**
86000041	KIMBERLY BLVD	SW 81ST AVE	SR-7/US-441	2.36	**U-C**
86999087	LAGOS DEL CAMPO	PINE ISLAND RD	MACNAB RD	0.980	**U-C**
86999049	LAKE VIEW DR	ATLANTIC BLVD	CORAL SPRINGS DR	2.490	**U-C**
86000487	LEE WAGNER BLVD	RAVENSWOOD RD	W PERMTR RD/SW 16 TR	0.380	**U-C**
86002000	LOXAHATCHEE RD	SR-7	PALM BCH COUNTY LINE	1.686	**U-C**

86000009	LYONS RD	SAMPLE RD	HILLSBORO BLVD	3.000	**U-MinA**
86000242	LYONS RD	HILLSBORO BLVD/SR810	PALM BEACH COUNTY	0.706	**U-MinA**
86000205	MARGATE BLVD	SW 80 AVE	ROCK ISLAND RD	0.960	**U-C**
86000229	MARGATE BLVD	ROCK ISLAND RD	SR 7	1.247	**U-C**
86080000	MARINA BLVD	RAMP 86095048 & 039	SW 22 TR/MARINA BAY	1.357	**U-MinA**
86999008	MC NAB RD	HIATUS RD	CORAL RIDGE DR	0.410	**U-C**
86000042	MCNAB RD	SR 817/UNIVERSITY BLVD	EAST END BR #864067/SR7	3.000	**U-PAO**
86000143	MCNAB RD	NOB HILL RD/NW 100 AVE	UNIVERSITY DR/SR-817	2.000	**U-MinA**
86000180	MCNAB RD	NW 31ST AVE	OLD DIXIE HWY	3.475	**U-MinA**
86000181	MCNAB RD	S CYPRESS RD	US 1/SR 5	1.012	**U-C**
8600032	MIAMI RD	SR-5/US-1	SE 12 ST	1.265	**U-C**
86517000	MILITARY TRAIL	SAMPLE RD	PALM BEACH CO LINE	3.787	**U-MinA**
86000425	MIRAMAR BLVD	PALM AVE	SR 817/UNIVERSITY DR	1.993	**U-C**
86999029	MIRAMAR BLVD	FLAMINGO RD	PALM AVE/SW 101 AVE	2.300	**U-C**
86000426	MIRAMAR PKWY	I-75	PALM AVE	4.661	**U-PAO**
86200500	MIRAMAR PKWY	SW 101 AVE/PALM AVE	SR-817/UNIVERSITY DR	1.966	**U-PAO**
86509501	MIRAMAR PKWY	SR-817/UNIVERSITY DR	SR-7/US-441	2.574	**U-PAO**
86999032	MIRAMAR PKWY	SW 196 AVE	SW 184 AVE	0.800	**U-C**
86999033	MIRAMAR PKWY	SW 184 AVE	I 75	2.500	**U-MinA**
86000107	MOFFETT ST	SR 5/US 1	S/NE 14 AVE	0.504	**U-C**
86999031	MONARCH LAKES BLVD	MIRAMAR PKWY	FLAMINGO RD	1.900	**U-C**
86000100	N 26 AVE	HOLLYWD BLVD/SR 820	SHERIDAN ST/SR-822	1.500	**U-C**
86000386	N 29 AVE	SHERIDAN ST	STIRLING RD	1.014	**U-C**
86000111	N 35TH AVE	HOLLYWOOD BLVD/SR820	TAFT ST	1.000	**U-C**
86000110	N 46TH AVE	WASHINGTON ST	SHERIDAN ST/SR 822	2.093	**U-C**

86000122	N 46TH ST	SHERIDAN ST/SR-822	STIRLING RD/SR-848	1.000	**U-C**
86022500	N 56TH AVE/SW 40TH	HOLLYWOOD BLVD/SR820	SHERIDAN ST/SR-822	1.484	**U-C**
86000084	N 64TH AVE	SR 820/HOLLYWOOD BLVD	STIRLING RD	2.520	**U-C**
86033502	N ANDREWS AVE	PROSPECT RD/NW 44 ST	COMMERCIAL BL/SR 870	0.493	**U-MinA**
86033503	N ANDREWS AVE	COMMERCIAL BLVD	CYPRESS CREEK RD	1.059	**U-MinA**
86033503	N ANDREWS AVE	CYPRESS CREEK RD	MC NAB RD	0.695	**U-MinA**
86033504	N ANDREWS AVE	MC NAB RD	SR 814/ATLANTIC BLVD	1.552	**U-MinA**
86170000	N DIXIE HWY	WILTON RD	MCNAB RD/SW 15 ST	3.615	**U-MinA**
86514001	N OCEAN DR	DANIA BCH BLVD	STATE PARK ENT	0.455	**U-L**
86000409	N PARK RD	PEMBROKE RD	HOLLYWOOD BLVD	1.074	**U-C**
86000115	N PARK RD/N 33 AVE	N 34 ST	STIRLING RD	0.400	**U-C**
86170000	N.E.4TH AVE.	SR 838/SUNRISE BLVD	N E 19TH ST	1.022	**U-MinA**
86000474	N/S 35TH AVE	WASHINGTON ST	HOLLYWOOD BLVD	0.553	**U-C**
86000185	NE 1 ST	NE 1 ST	NE 5 AVE	0.231	**U-C**
86000191	NE 10TH ST	SR 811/DIXIE HWY	SR 5	1.388	**U-C**
86999004	NE 10TH ST	US 1/SR 5	NE 26 AVE	0.280	**U-C**
86000184	NE 11 AVE	ATLANTIC BLVD	NE 10 ST	0.671	**U-C**
86000449	NE 12 ST (POMPANO)	US 1	NE 28TH AVE	0.249	**U-L**
86024500	NE 3TH ST	NW 9TH AVE	SR 5/US 1	2.116	**U-C**
86003000	NE 14 STREET	US 1/SR 5/FEDERAL HWY	SR A1A/N OCEAN BLVD	0.902	**U-MinA**
86560000	NE 15 AVE (FT. LAUD)	LAS OLAS BLVD	NE 26 ST	2.834	**U-C**
86000467	NE 15TH AVE	COMMERCIAL BLVD	CYPRESS CREEK RD	1.024	**U-L**
86000175	NE 16TH AVE	NE 26TH ST	FLORANADA RD/NE 45 ST	1.649	**U-C**
86000164	NE 17 CT	OLD DIXIE	NE 15TH AVE	0.185	**U-L**
86505001	NE 18 AVE	MCNAB RD	SR 814/ATLANTIC BLVD	1.416	**U-C**

86000177	NE 18 AVE/CYPRESS RD	FLORANADA RD/NE 45ST	MCNAB RD	1.900	**U-C**
86000183	NE 18TH AV	SR 814/ATLANTIC BLVD	NE 10 ST/POMPANO PARK	0.714	**U-L**
86000165	NE 18TH ST	NE 15 AV	SR 5/N FEDERAL HWY	0.629	**U-L**
86000185	NE 2 AVE	SR 814/E ATLANTIC	NE 1 ST	0.065	**U-C**
86000192	NE 26TH AVE	SR 814	NE 10 ST	0.794	**U-C**
86000192	NE 26TH AVE	NE 10 ST	NE 12 ST	0.226	**U-L**
86000169	NE 26TH ST	ANDREWS AV	BAYVIEW DR	2.285	**U-C**
86000147	NE 2ND ST	NW 9 AVE	SR-5/N FEDERAL HWY	1.174	**U-C**
86000147	NE 2ND ST	NW 11 AVE	NW 9 AVE	0.173	**U-L**
86170000	NE 2ND ST	W RIVER AVE	DIXIE HWY	0.047	**U-MinA**
86000193	NE 3 AVE	COPANS RD/NE 24 ST	HILLSBORO BLVD	4.370	**U-C**
86000196	NE 33 ST	NE 3RD AVE	US 1	1.344	**U-C**
86000197	NE 36 ST (LT HS PT)	SR 5/US 1	NE 23 AVE	0.375	**U-C**
86000197	NE 36 ST (LT HS PT)	NE 23 AVE	NE 31 AVE	0.596	**U-L**
86170501	NE 3RD AVE	NE 6 ST/SISTRUNK BLVD	SUNRISE BLVD	0.500	**U-MinA**
86000146	NE 4 ST	NW 15 AVE	NW 9 AVE	0.500	**U-L**
86000146	NE 4 ST	FEDERAL HWY	NW 15 AVE(FT LAUD)	0.550	**U-L**
86027500	NE 48TH ST	SR 811/DIXIE HWY	NE 21 TER	1.000	**U-MinA**
86525501	NE 48TH ST	NE 3 AVE	SR 811/DIXIE HWY	0.636	**U-MinA**
86000146	NE 4TH ST	NW 9 AVE	FEDERAL HWY	1.010	**U-C**
86000185	NE 5 AVE	NE 5 AV	COPANS RD	1.974	**U-C**
86580504	NE 56 ST	ANDREWS AVE	SR 5	2.218	**U-C**
86000173	NE 6TH AVE	WILTON DR	SR 870/COMMERCIAL BLVD	2.300	**U-C**
86000178	NE 6TH AVE	COMMERCIAL BV/SR 870	NE 61CT/CYPRESS C RD	1.000	**U-C**
86000174	NE 6TH ST	SR 5/US 1	VICTORIA PRK RD	0.898	**U-C**

86000190	NE 6TH ST	SR 811/DIXIE HWY	SR 5/US-1	1.353	**U-L**
86999050	NE 7 ST/NE 20 AVE	VICTORIA PARK RD	SUNRISE BLVD	0.570	**U-C**
86004000	NOB HILL RD/100 AVE	ORANGE DRIVE	RIVERSIDE PARK ENT	11.901	**U-MinA**
86100000	NORTH 60 AVE	SR 820/HOLLYWOOD BLVD	SR 848/STIRLING RD	2.521	**U-PAO**
86000083	NORTH HILLS DR	N 56 AV	PARK RD	1.595	**U-L**
86000079	NOVA DR	COLLEGE AVE	DAVIE RD	0.452	**U-C**
86507000	NOVA DR	SR 817/UNIVERSITY DR	COLLEGE DR	0.966	**U-C**
86000078	NOVA DRIVE	PINE ISLAND RD	SR-817/UNIVERSITY DR	0.868	**U-C**
86000016	NW 110TH AVE	SAMPLE RD	WILES RD	1.000	**U-C**
86999011	NW 115 TR	OAKLAND PARK BLVD	NW 44 ST	1.000	**U-C**
86999051	NW 12 AVE/NW 10 TER	COMMERCIAL BLVD	CYPRESS RD	1.060	**U-C**
86000435	NW 120TH WAY	OAKLAND PARK BLVD	NW 44 ST	0.757	**U-C**
86000240	NW 36 AVE	SW 14 ST	SR 84	1.38	**U-C**
86000427	NW 142 AVE/TAFT ST	SR-820/PINES BLVD	SR-823/FLAMINGO RD	2.752	**U-C**
86536500	NW 15 ST(POMP BCH)	POWERLINE RD	SR 811/DIXIE HWY	1.834	**U-C**
86000151	NW 15TH AVE	BROWARD BLVD	NW 6 ST	0.551	**U-L**
86000151	NW 15TH AVE	NW 6 ST	NW 9 ST	0.327	**U-L**
86000159	NW 16 ST (FT. LAUD)	NW 9 AVE/POWERLINE RD	OLD DIXIE HIGHWAY	1.246	**U-C**
86000029	NW 18 ST	NW 66 AVE	W RIVER DR	-0.447	**U-L**
86000054	NW 19 ST(LAUDERHILL)	N. W. 47TH AV	SR / US 441	0.588	**U-C**
86570500	NW 19TH ST	SR 7/US 441	SR 9/I 95	2.183	**U-C**
86570501	NW 19TH ST	SR 9/I-95	NW 9TH AVE	0.824	**U-C**
86570501	NW 19TH ST	NW 9TH AVE	NW 7TH AVE	0.176	**U-L**
86999017	NW 19TH ST	NW 49 AVE	NW 47 AVE	0.200	**U-C**
86000052	NW 19TH STREET	NW 56 AVE	NW 64 AVE	0.588	**U-C**

86000466	NW 21 AVE/SW 34 AVE	CYPRESS CREEK RD	MCNAB RD	0.480	**U-C**
86000466	NW 21 AVE/SW 34 AVE	MCNAB RD	W PALMAIRE DR	0.593	**U-L**
86000176	NW 21ST AVE	SR 816/OAKLAND PK BLVD	COMMERCIAL BLVD	1.557	**U-C**
86000176	NW 21ST AVE	COMMERCIAL BLVD	NW 55 CT	0.459	**U-L**
86000160	NW 23/NW 21 AVE	SUNRISE BLVD/SR 838	OAKLAND PARK/SR 816	1.971	**U-C**
86000161	NW 26TH ST	NW 31 AVE	NW 21 AVE	1.004	**U-C**
86000454	NW 26TH ST LAUDERHILL	NW 47TH AVE	SR 7	0.596	**U-C**
86000188	NW 27 AVE	SR 814/ATLANTIC BLVD	HAMMONVILLE/M.L.K.	0.971	**U-C**
86000156	NW 27 AVE/NW 16 ST	SUNRISE BLVD	NW 23 AVE	1.100	**U-C**
86999094	NW 28 AVE	PEMBROKE RD	JOHNSON ST	1.550	**U-C**
86000024	NW 29 ST(CORAL SPGS)	CORAL SPRINGS DR	CORAL HILLS DR	0.740	**U-C**
86000200	NW 2ND ST	SW 3 AVE	DIXIE HWY/NE RIVER DR	0.434	**U-C**
86000200	NW 2ND ST	DIXIE HWY@2 AVE	SR 5/US 1	0.571	**U-C**
86999015	NW 3 ST	NW 36 ST	COMMODORE DR	0.200	**U-C**
8630000	NW 31 AVE(SR-849)	COCONUT CREEK PKWY	SR 814/ATLANTIC BLVD	0.957	**U-C**
86000163	NW 31 AVE/WINGATE	SR 816/OAKLAND PK BLVD	NW 62 ST	2.567	**U-MinA**
86000222	NW 31 AVE/WINGATE RD	CYPRESS CREEK RD	SAMPLE RD	5.055	**U-MinA**
86000157	NW 31ST AVE	SR 838/SUNRISE BLVD	SR 816/OAKLAND PARK BLVD	2.005	**U-MinA**
86502006	NW 31ST AVE	SR 842/BROWARD BLVD	SR 838/SUNRISE BLVD	1.082	**U-MinA**
86000018	NW 39 CT/RANCH RD	CORAL SPRINGS DR	NW 94 TER	0.964	**U-L**
86000171	NW 39TH/38TH ST	WINGATE/NW 31 AVE	NW 9TH AV/POWERLINE RD	2.023	**U-C**
86000049	NW 44 ST	NW 120TH WAY	INVERRARY BLVD W	3.680	**U-C**
86000050	NW 44 ST	INVERRARY BLVD	ROCK ISLAND RD	1.707	**U-C**
86999042	NW 44 ST	NW 31 AVE/WINGATE	NW 21 AVE	1.010	**U-C**
86000059	NW 46 AVE/NW 9 DR	PETERS RD/SW 12 ST	BROWARD BLVD	1.436	**U-L**

86000059	NW 46 AVE/NW 9 DR	BROWARD BLVD	SR 838/SUNRISE BLVD	1.064	**U-L**
86000053	NW 47 AVE (PLANTATION)	SR-838/SUNRISE BLVD	NW 26 ST	1.600	**U-C**
86999018	NW 49 AVE	NW 19 ST	OAKLAND PARK BLVD	1.170	**U-C**
86999019	NW 49 AVE (ACCESS RD)	OAKLAND PARK BLVD	NW 49 AVE	0.150	**U-C**
86000061	NW 5 ST	NW 46 AVE	SR 7	0.503	**U-L**
86000057	NW 5/NW 65 AV(PLANT)	UNIVERSITY BLV/SR817	SUNRISE BLVD/SR 838	1.755	**U-C**
86000471	NW 50 ST/INVERRARY	NW 44TH ST	SR-817/UNIVERSITY DR	1.181	**U-C**
86999010	NW 50TH ST	PINE ISLAND RD	UNIVERSITY DR	1.010	**U-C**
86999092	NW 55 AVE	SUNRISE BLVD	OAKLAND BLVD	2.020	**U-C**
86014500	NW 56 ST/COMMERCIAL	NOB HILL RD	SR 817/UNIVERSITY DR	2.000	**U-PAO**
86000052	NW 56TH AVE	SUNRISE BLVD/SR 838	NW 19 ST	0.949	**U-C**
86999064	NW 57 ST	94 AVE	NW 81 AVE/ NW 64 AVE	2.490	**U-C**
86000152	NW 6 ST/SISTRUNK BLVD	NW 24 AVE	NW 7 AVE	1.483	**U-C**
86000052	NW 64TH AVE	NW 19 ST	OAKLD PK BLVD/SR-816	0.982	**U-C**
86000476	NW 65TH AVE(MARGATE)	NW 18TH ST	ROYAL PALM BVLD	0.229	**U-L**
86000029	NW 66TH AVE	W ATLANTIC BLVD/814	MARGATE BLVD	0.653	**U-C**
86000029	NW 66TH AVE	MARGATE BLVD	NW 18 ST	0.334	**U-L**
86000056	NW 69/68 AV	BROWARD BLVD/SR 842	NW 70 AVE	0.408	**U-L**
86000186	NW 6TH AVE	SR 814/ATLANTIC BLVD	NW 15TH ST	0.985	**U-C**
86029500	NW 6TH ST	NW 7 AVE	SR 5	0.827	**U-C**
86502003	NW 6TH ST/SISTRUNK	NW 31 AVE	NW 24 AVE	0.733	**U-C**
86000056	NW 70 AV(PLANTATION)	NW 70 AV	SUNRISE BLVD/SR 838	1.662	**U-L**
86000025	NW 70 AVE(TAMARAC)	MC NAB RD	UNIVERSITY DR	1.669	**U-C**
86000227	NW 72ND AVE	PEMBROKE RD	DAVIE RD EXT	3.261	**U-C**
86000026	NW 76TH STREET	SR-817/UNIVERSITY DR	NW 70 AVE	0.504	**U-L**

86999065	NW 77TH ST	NOB HILL RD	PINE ISLAND RD	0.990	**U-C**
86000022	NW 78 AVE	NW 38 ST	WILES RD	0.719	**U-C**
86025500	NW 7TH AVE	BROWARD BLVD	NW 6TH ST/SISTRUNK	0.517	**U-MinA**
86025501	NW 7TH AVE/AVE OF ART	NW 6 ST/SISTRUNK BLVD	SUNRISE BLVD	0.500	**U-MinA**
86025501	NW 7TH AVE/AVE OF ART	SUNRISE BLVD	NW 16 ST	0.715	**U-C**
86025501	NW 7TH AVE/AVE OF ART	NW 16 ST	NW 19 ST	0.305	**U-L**
86000600	NW 8 AVE	NW 33 ST	SAMPLE RD	0.255	**U-C**
8699903	NW 8 ST	SAWGRASS EXPWY	FLAMINGO RD	1.840	**U-C**
86000071	NW 8 ST(PLANTATION)	NW 124 AVE	HIATUS RD	0.985	**U-L**
86000058	NW 8 ST/E ACRE DR	BROWARD BLVD/SR 842	NW 70 AVE	2.081	**U-L**
86000478	NW 80 AVE (TAMARAC)	MC NAB RD	NW 82ND ST	1.056	**U-C**
86999093	NW 80 AVE/NW18 ST	MARGATE BLVD	ROCK ISLAND RD	1.170	**U-C**
86000479	NW 81 ST (TAMARAC)	NW 100 AVE	NW 82 ST	1.519	**U-C**
86999090	NW 82 AVE/AMERICAN EXP	BROWARD BLVD	CLEARY BLVD	0.888	**U-C**
86000405	NW 88 AV/PINE ISL RD	MCNAB RD	ATLANTIC BLVD	2.455	**U-MinA**
86550500	NW 9TH AVE	BROWARD BLVD	SUNRISE BLVD	1.000	**U-C**
86000170	NW/NE 38 ST	NW 9 AV/SR 845	SR 5/US 1	2.190	**U-C**
86000486	NW/NE 6 ST (POMPANO)	NW 6TH AVE	SR 811/DIXIE HWY	0.361	**U-L**
86000238	NW/SW 172 Ave	MIRAMAR PKWY	GRIFFIN RD/SR-818	5.773	**U-C**
86999034	NW/SW 178 AVE/NW 17 ST	MIRAMAR PKWY	NW 184 AVE	4.300	**U-C**
86999035	NW/SW 184 AVE	MIRAMAR PKWY	SHERIDAN ST	3.500	**U-MinA**
86090000	OAKLAND PARK BLVD	SR 817/UNIVERSITY DR	I 95	5.996	**U-PAO**
86090000	OAKLAND PARK BLVD	I 95	US 1	2.704	**U-PAO**
86090000	OAKLAND PARK BLVD	US 1	SR A1A/OCEAN DR	1.020	**U-MinA**
86090500	OAKLAND PARK BLVD	NOB HILL RD	SR-817/UNIVERSITY DR	1.755	**U-PAO**

86000436	OAKLAND PARK BLVD.	SAWGRASS EXPWY	NOB HILL RD	2.097	**U-PAO**
86050000	OCEAN BLVD	N. ATLANTIC BLVD	SR 814/ATLANTIC BLVD	5.430	**U-MinA**
86050000	OCEAN BLVD	SR 814/ATLANTIC BLVD	NE 14 ST	1.327	**U-MinA**
86050000	OCEAN BLVD	NE 14 ST	PBC NE 7 ST/SE 31 ST	5.150	**U-C**
86030000	OCEAN DR	COUNTY LINE RD	HALLANDALE BEACH BLVD	0.787	**U-PAO**
86030000	OCEAN DR	HALLANDALE BEACH BLVD	SPUR FROM SR-822	3.284	**U-MinA**
86030000	OCEAN DR	TO J.LLOYD PARK	N OCEAN DR	0.035	**U-MinA**
86030000	OCEAN DR	SPUR FROM SR-822	TO J.LLOYD PARK	1.374	**U-C**
86000164	OLD DIXIE HWY	NE 3TH ST	NE 17 CT	0.649	**U-C**
86999020	OLD DIXIE HWY	NE 17 CT	NE 26 ST	0.670	**U-C**
86000101	OLD FEDERAL HWY	DADE CO LINE/SE 1 ST AVE	SE 4TH AVE	0.420	**U-L**
86000101	OLD FEDERAL HWY	SE 3 ST	SR-5/US-1	0.100	**U-L**
86000117	OLD GRIFFIN RD	SR-818/GRIFFIN RD	US-1/SR-5	1.107	**U-C**
86000069	OLD HIATUS RD	TARA DR N OF WB SR 84	SUNRISE BLVD/SR-838	2.330	**U-L**
86000235	ORANGE DR	SW 142 AVE	SR 7	6.560	**U-L**
86000239	ORANGE DR	SHOTGUN RD/SW 154 AVE	SW 142 AV/BOYSCOUT RD	1.086	**U-L**
86004000	PALM AVE/SW 101 AVE	NW 215 ST/CNTY LN RD	ORANGE DRIVE	6.514	**U-MinA**
86000112	PARK RD	HOLLYWD BLVD/SR-820	N 34 ST	2.090	**U-C**
86000095	PEMBROKE RD	FLAMINGO RD	PALM AVE/SW 100TH AVE	2.011	**U-PAO**
86000096	PEMBROKE RD	SW 39 AVE/DEAD END	SR 823/FLAMINGO RD	1.387	**U-MinA**
86018000	PEMBROKE RD	SR 817/UNIVERSITY DR	I-95	5.079	**U-PAO**
86018000	PEMBROKE RD	I-95	US 1/SR 5	1.468	**U-PAO**
86508500	PEMBROKE RD	NOB HILL RD/PALM	UNIVERSITY BLVD	2.000	**U-PAO**
86999036	PEMBROKE RD	SW 184 AVE	SW 39 AVE	3.700	**U-MinA**
86000067	PETERS RD	PINE ISLAND RD	SR 817/UNIVERSITY DR	0.800	**U-C**

86523500	PETERS RD	SR 817/UNIVERSITY DR	SW 46TH AVE	2.502	**U-C**
86000045	PINE ISLAND RD	NW 57 ST	MCNAB RD	0.921	**U-MinA**
86000055	PINE ISLAND RD	SR 842/BROWARD BLVD	SUNRISE LAKES BLVD	3.100	**U-MinA**
86000068	PINE ISLAND RD	I-595	SR-842/BROWARD BLVD	1.365	**U-MinA**
86000077	PINE ISLAND RD	ORANGE DR	I-595	2.700	**U-MinA**
86000081	PINE ISLAND RD	STIRLING RD	ORANGE DR	1.377	**U-MinA**
86000402	PINE ISLAND RD	SUNRISE LAKES BLVD	NW 57TH ST	2.176	**U-MinA**
86999001	PINE ISLAND RD	SHERIDAN ST	STIRLING ST	1.120	**U-MinA**
86999056	PINE ISLAND RD	HOLMBERG RD	TRAIL ENDS RD	1.010	**U-C**
86040000	PINES BLVD	SR 25/US 27	I 75	5.750	**U-PAO**
86040000	PINES BLVD	I 75	FL TPK ENT/EXIT	7.929	**U-PAO**
86065000	POMPANO PKWY	MC NAB RD	MLK/HAMMONDVILLE RD	2.363	**U-PAO**
86095000	PORT EVERGLADES XWAY	WESTEND BR#383 & 384-I75	ELLER DR/NE 7TH AVE	12.860	**U-PAI**
86065000	POWERLINE RD	MLK/HAMMONDVILLE RD	PALM BCH. CO. LN.	5.838	**U-PAO**
86065000	POWERLINE RD/NW 9 AVE	SR 838/SUNRISE BLVD	MC NAB RD	5.13	**U-PAO**
86518500	PROSPECT RD	SR-7/US-441	NW 31 AV/WINGATE RD	1.000	**U-C**
86518501	PROSPECT RD	NW 31 AVE	COMMERCIAL BLVD	1.220	**U-C**
86518501	PROSPECT RD	COMMERCIAL BLVD	SR 845/NE 9TH ST	1.580	**U-MinA**
86518502	PROSPECT RD	SR-845/POWERLINE RD	SR-811/DIXIE HWY	1.241	**U-MinA**
86524500	RACE TRACK RD/SW 3ST	POWERLINE RD	CYPRESS RD/NE 18 AVE	2.079	**U-C**
86000035	RAMBLEWOOD DR	UNIVERSITY BLVD	W ATLANTIC LVD	1.400	**U-C**
86000477	RAMBLEWOOD DR	CORAL SPRINGS DR	SR 817/UNIVERSITY DR	0.959	**U-C**
86000118	RAVENSWOOD RD	STIRLING RD/SR 848	SR 84	2.746	**U-C**
86190500	RED RD	DADE CO LINE/BR# 550	SR 823/FLAMINGO RD	2.032	**U-PAO**
86010001	RELOCATED US-1	DANIA CUT-OFF CANAL	SR 84	2.547	**U-PAO**

86000076	RIVERLAND RD	SR-7/US-441	DAVIE BLVD	2.600	**U-C**
86000032	RIVERSIDE DR	SR 817/UNIVERSITY DR	ROYAL PALM BLVD	2.155	**U-MinA**
86000021	RIVERSIDE DRIVE	ROYAL PALM BLVD	SAWGRASS EXP	3.110	**U-MinA**
86000021	RIVERSIDE DRIVE	SAWGRASS EXP	HOLLENBERG RD	0.660	**U-C**
86000033	RIVERSIDE DRIVE	WEST ATLANTIC BLVD	UNIVERSITY DR/SR 817	1.946	**U-MinA**
86000023	ROCK ISLAND RD	ROYAL PALM BLVD	SAMPLE RD	1.300	**U-MinA**
86000023	ROCK ISLAND RD	SAMPLE RD	WILES RD	1.100	**U-MinA**
86000047	ROCK ISLAND RD/71 AVE	SR 816/OAKLD PK BLVD	ROYAL PALM BLVD	5.930	**U-MinA**
86000027	ROYAL PALM BLVD	CORAL RIDGE DR	CORAL SPRINGS DR	1.010	**U-MinA**
86000028	ROYAL PALM BLVD	UNIVERSITY DR	RIVERSIDE DR	0.857	**U-MinA**
86000228	ROYAL PALM BLVD	RIVERSIDE DR	SR. RD. 7	2.253	**U-MinA**
86999007	ROYAL PALM BLVD	NW 123 AVE	CORAL RIDGE DR	0.470	**U-C**
86000027	ROYAL PALM DR	CORAL SPRINGS DR	UNIVERSITY DR	0.995	**U-MinA**
86000109	S 26TH AV	FLETCHER ST	WASHINGTON ST	0.439	**U-L**
86000091	S 64 AVE	HALLANDALE/MIRAMAR PKWY	WASHINGTON ST	1.255	**U-C**
86999081	S PARK RD	HALLANDALE BCH BLVD	PEMBROKE RD	0.760	**U-C**
86000428	S POST RD/SW 36TH ST	SADDLE CLUB RD	SHOTGUN RD	5.044	**U-C**
8603501	S. 21ST AVE	PEMBROKE RD (SR 824)	SHERIDAN RD (SR 822)	2.537	**U-C**
86010000	S. FEDERAL HWY	SR 84	SR 842/BROWARD BLVD	2.044	**U-PAO**
8600031	S. W. 2ND AVE	PERIMETER RD/SW 34ST	SR 84	0.795	**U-C**
8600030	S. W. 4TH AVE	PERIMETER RD	ST RD 84	0.800	**U-C**
86000429	SADDLE CLUB RD	SOUTH POST RD	BONAVENTURE BLVD.	3.072	**U-C**
86999043	SADLE CLUB RD	BONAVENTURE BLVD	WESTON RD	0.910	**U-C**
8600003	SAMPLE RD	SAWGRASS XWAY OFF RP	CORAL RIDGE DRIVE	0.950	**U-PAO**
86028000	SAMPLE RD	SR 817/UNIVERSITY DR	US 1 / SR 5	9.491	**U-PAO**

86511500	SAMPLE RD/NW 34 ST	CORAL RIDGE DR	SR 817/UNIVERSITY DR	1.995	**U-PAO**
86472000	SAWGRASS EXWY.	END OF BRIDGE 86053	FLORIDA'S TURNPIKE	20.809	**U-PAOF**
86472000	SAWGRASS EXWY.	FLORIDA'S TURNPIKE	C/L OF POWER LINE RD	1.026	**U-PAO**
86000199	SE 10 ST	SR 5/US 1	SE 12 AVE	0.340	**U-C**
86000199	SE 10 ST	SE 12 AVE	SE 15 AVE	0.297	**U-L**
86000201	SE 12 AVE	FEDERAL HWY/US 1	HILSSBORO BLVD	2.160	**U-C**
8603502	SE 1ST AVE	DADE COUNTY LINE	PEMBROKE RD	1.508	**U-C**
86000148	SE 2 AVE	NW 9 AVE	NW 7 AVE	0.190	**U-L**
86999058	SE 2 AVE	SW 10 ST	HILLSBORO BLVD	0.930	**U-C**
86080000	SE 24TH ST	SW 2 AVE	US-1/SR-5	0.346	**U-MinA**
86080000	SE 24TH ST	US-1/SR-5	MIAMI RD.	0.070	**U-C**
86000182	SE 28TH AVE/7TH DR	SR 5/US 1	ATLANTIC BLVD	1.000	**U-L**
86000494	SE 30TH ST (FT LAUD)	ANDREWS AVE	US 1	0.200	**U-C**
86170500	SE 3TH AVE	SE 17TH ST	NE 6TH ST	2.000	**U-MinA**
86000211	SE 4TH AVE/SE 3RD ST	OLD FEDERAL HWY	OLD FEDERAL HWY	0.202	**U-L**
86010000	SE 6TH AVE	ELLER DR	END RELOCATE US 1	0.520	**U-C**
86050100	SEABREEZE BLVD	SEVILLE ST	BAHIA MAR	0.926	**U-MinA**
86180000	SEABREEZE BLVD.	HASKINS AVE	S ATLANTIC BLVD	1.069	**U-MinA**
86000031	SHADOWWOOD BLVD	UNIVERSITY DRIVE	NW 82 AVE	1.276	**U-L**
86000431	SHENANDOAH PKWY.	SW 148 AVE	SW 36 AVE	1.569	**U-L**
86230000	SHERIDAN ST	US 441/SR 7	I 95	2.756	**U-PAO**
86230000	SHERIDAN ST	I 95	OCEAN DR/SR A1A	3.036	**U-MinA**
86230500	SHERIDAN ST	SW 148 AV/VOLUNTEER	FLAMINGO RD/SR-823	2.036	**U-PAO**
86230501	SHERIDAN ST	FLAMINGO RD	PALM AVE	1.993	**U-PAO**
86230502	SHERIDAN ST	PALM AV/NOB HILL RD	UNIVERSITY DR	1.974	**U-PAO**

86512500	SHERIDAN ST	UNIVERSITY/SR-817	N 64TH AVE	2.008	**U-PAO**
86999041	SHERIDAN ST	US 27/ SR 25	I 75	5.070	**U-MinA**
86000418	SHERIDAN ST.	I-75	SW 148TH AVE	0.407	**U-PAO**
86512000	SHERIDAN ST.	N 64TH AVE	SR-7/US-441	0.504	**U-PAO**
86501000	SNAKE RD/GOV RD	I-75	INDIAN RESERVATION	6.181	**R-C**
86100000	SOUTH 60 AVE	SR 852/NW 215 ST	SR 820/HOLLYWOOD BLVD	2.569	**U-PAO**
86010500	SOUTHBOUND US-1/SR5	YOUNG CIR NORTH SIDE	YOUNG CIR SOUTH SIDE	0.248	**U-PAO**
86000036	SOUTHGATE BLVD	CORAL RIDGE/NW 100 AVE	SR 817/UNIVERSITY DR	1.776	**U-C**
86000037	SOUTHGATE BLVD	SR 817/UNIVERSITY DR	SW 65TH AVE	2.437	**U-C**
86000038	SOUTHGATE BLVD	SW 65 AVE	SR-7/US-441	0.569	**U-C**
86999095	SOUTHGATE BLVD	SANIBEL DR	CORAL RIDGE/NW 100 AVE	0.770	**U-C**
8600037	SPANGLER BLVD	MIAMI RD	EISENHOWER BLVD	0.710	**U-C**
86999086	SPRINGTREE LAKE DR	NOB HILL RD	PINE ISLAND RD	1.010	**U-C**
86080550	SR 84	DAVIE RD EXT	ARVIDA PKWY/NW 196	12.386	**U-MinA**
86080500	SR 84 EASTBOUND	NW 196 AV/ARVIDA PKWY	DAVIE RD EXTENSION	12.460	**U-MinA**
86040005	SR-820 BOX	US-1 @ SO YOUNG CIR	US-1 @ NO YOUNG CIR	0.270	**U-MinA**
86000002	STIRLING RD	HIATUS RD	SW 90TH AVE	1.761	**U-MinA**
86000005	STIRLING RD	FLAMINGO RD	HIATUS RD	0.973	**U-MinA**
86000005	STIRLING RD	VOLUNTEER RD/SW 148	FLAMINGO RD	2.026	**U-C**
86016000	STIRLING RD	SR 817/UNIVERSITY DR	US 1/SR 5	6.726	**U-MinA**
86516000	STIRLING RD	SW 90 AVE	SR-817/UNIVERSITY DR	1.088	**U-MinA**
86999073	STIRLING RD	US 27/ SR 25	196 AVE	1.480	**U-C**
86000387	STIRLING RD.	SW 160 AVE	SW 148 AVE	0.995	**U-C**
86020000	SUNRISE BLVD	US-1	SUNRISE BLVD	0.852	**U-PAO**
86000439	SUNRISE BLVD.	SAWGRASS EXPWY	PINE ISLAND RD	4.641	**U-PAO**

86005000	SUNRISE BLVD.	US 1/SR 5	SR A1A	1.31	**U-MinA**
86110000	SUNRISE BOULEVARD	SR 817/UNIVERSITY DR	SR 5/US 1	8.161	**U-PAO**
86026500	SUNSET STRIP	NOB HILL RD	SR-817/UNIVERSITY DR	1.589	**U-C**
86538500	SUNSET STRIP/NW 61ST	UNIVERSITY BLVD	SUNRISE BLVD	2.800	**U-C**
86012000	SW 10 ST-DEERFIELD	SR-845/POWERLINE RD	ON/OFF RAMP 86070093	2.152	**U-PAO**
86012000	SW 10 ST-DEERFIELD	ON/OFF RAMP 86070093	SW 6 AVE	0.388	**U-MinA**
86526500	SW 10TH ST	SW 6TH AVE	US 1/SR 5	1.181	**U-MinA**
86000240	SW 36 AVE	SW 26 ST	SW 14 ST	0.998	**U-L**
86000240	SW 36 AVE	SR 84	FLAMINGO RD/SR-823	3.458	**U-MinA**
86999052	SW 36 AVE	PINES BLVD	SHERIDAN ST	1.470	**U-C**
86000235	SW 142 AVE	SW 26 ST	ORANGE DR	1.650	**U-L**
86999040	SW 148 AVE	BASS CREEK RD	MIRAMAR PKWY	0.940	**U-C**
86000003	SW 148TH AVE	SHERIDAN ST	SR818/GRIFFIN RD	2.294	**U-C**
86000007	SW 148TH AVE	SW 14 ST	SR 84	1.31	**U-C**
86000075	SW 16 ST (FT LAUD)	SR 7/US 441	SW 31ST AVE	0.970	**U-L**
86999077	SW 160 AVE	SW 48 CT	MIRAMAR PKWY	0.750	**U-C**
86999038	SW 172 AVE	BASS CREEK RD	MIRAMAR PKWY	0.500	**U-C**
86080000	SW 24 ST	SW 22 TR/MARINA BAY	SW 2 AV	1.923	**U-MinA**
86000488	SW 25TH ST/MIAMI DR.	SR 7	SW 40TH AVE	1.465	**U-L**
86999070	SW 26 ST	US 27/SR 25	SOUTH POST RD	1.570	**U-C**
86999025	SW 26 TR	SW 32 ST	SR 84/MARINA BLVD	0.310	**U-C**
86999022	SW 30 ST	PINE ISLAND RD	COLLEGE AVE	1.700	**U-C**
86000415	SW 30TH AVE	GRIFFIN RD	SR-84	1.624	**U-C**
86000128	SW 31TH AVE	RIVERLAND RD	BROWARD BLVD/SR-842	2.006	**U-C**
86999026	SW 32 ST	SW 26 TR	RAVENSWOOD DR	0.340	**U-C**

86000121	SW 34 ST/PERIMETER RD	SW 12 AVE	SW 34 ST	5.679	**U-C**
86000237	SW 36 CT/SW 30 AVE	FLAMINGO RD	SR 84	3.350	**U-C**
86999071	SW 36 ST	US 27/SR 25	SOUTH POST RD	2.230	**U-C**
86999024	SW 39 ST	UNIVERSITY DR	DAVIE RD	1.250	**U-C**
86000200	SW 3RD AVE	SW 10TH ST	NW 2 ST	1.084	**U-C**
86000082	SW 40 AVE/SW 56 AVE	SHERIDAN ST	GRIFFIN RD/SR-818	2.116	**U-C**
8600043	SW 40TH AVE	DADE COUNTY LINE	PEMBROKE RD	1.533	**U-C**
86000487	SW 42ND ST	SW 30 AVE	RAVENSWOOD RD	0.874	**U-C**
86999037	SW 48 CT/ BASS CREEK RD	SW 172 AVE	SW 148 AVE	2.150	**U-C**
86025500	SW 4TH AVE	SR 84	W LAS OLAS BLVD	1.890	**U-MinA**
86999082	SW 52 AVE	DADE CO LINE	HALLANDALE BCH BLVD	0.770	**U-C**
86000060	SW 54TH AVE	PETERS RD/SW 12 ST	BROWARD BLVD/SR 842	1.000	**U-L**
86000092	SW 56 AVE	DADE CO LINE/NE 215	HALLANDALE BCH BLVD	0.764	**U-C**
86022501	SW 56TH AVE	HALLANDALE BCH BLVD	HOLLYWOOD BLVD/SR820	1.796	**U-C**
86999091	SW 6 ST	PINE ISLAND RD	UNIVERSITY DR	0.620	**U-C**
86000093	SW 62 AVE	DADE CO LINE/SW 41 S	HALLANDALE BCH/MIRAM	0.820	**U-C**
86999053	SW 62 AVE	HALLANDALE BCH BLVD	HOLLYWOOD BLVD	1.750	**U-C**
86000039	SW 64 AVE	SR 870/COMMERCIAL BLVD	SW 22 ST	0.564	**U-C**
86999054	SW 68 AVE	COUNTY LINE RD	PEMBROKE RD	1.590	**U-C**
86000140	SW 7 ST	SW 9 AVE	SW 4 AVE	0.371	**U-L**
86025500	SW 7TH AVE	W LAS OLAS BLVD	BROWARD BLVD	0.225	**U-MinA**
86000140	SW 7TH ST	SW 4 AVE	US-1/ SR-5	0.624	**U-C**
86000099	SW 8 AVE/S 26 AVE	DADE CO LINE/SW 11 S	HOLLYWD BLVD/SR 820	2.600	**U-C**
86000039	SW 81 AVE	SW 22 ST	SOUTHGATE BLVD	1.804	**U-C**
86000039	SW 81 AVE	SOUTHGATE BLVD	CANAL	0.100	**U-C**

86000039	SW 81 AVE	C-14 CANAL	ATLANTIC BLVD	0.250	**U-C**
86000080	SW 90 AVE/COOPER BLVD	STIRLING RD/SR-848	GRIFFIN RD/SR-818	1.355	**U-C**
86000125	SW 9TH AVE	SR-84/SW 24 ST	SW 12 ST/DAVIE BLVD	1.023	**U-C**
86000129	SW/NW 27TH AVE	DAVIE BLVD/SR-736	SUNRISE BLVD/SR-838	2.066	**U-C**
86000198	SW/SE 15 ST/NE 54TH	NE 3 AVE	US 1/SR 5	1.588	**U-C**
86025502	SW/SE 17TH ST	SW 9TH AVE	SW 4 AVE	0.380	**U-C**
86025502	SW/SE 17TH ST	SW 4 AVE	US 1/SR 5	0.663	**U-MinA**
86000148	SW/SE 2 ST	AVE OF THE ARTS/SW 7AVE	SR-5/US-1/SE 6 AVE	0.828	**U-C**
86999089	SW10ST/SW78AVE	UNIVERSITY DR	BROWARD BLVD	1.200	**U-C**
86000086	TAFT ST	UNIVERSITY DR	TURNPIKE	2.209	**U-C**
86000087	TAFT ST	NOB HILL RD/PALM AVE	UNIVERSITY DR	1.966	**U-C**
8600013	TAFT ST	US 1	N 14 AVE	0.443	**U-C**
86021500	TAFT ST	TURNPIKE/SR 91	I-95/SR 9	2.877	**U-C**
86021501	TAFT ST	I-95(C. LINE)	SR 5	1.455	**U-C**
86000089	TAFT ST/NW 17 ST	FLAMINGO RD	PALM AVE/NOB HILL RD	2.100	**U-C**
86999057	TRAIL END RD	CORAL RIDGE DR	PINE ISLAND RD	0.500	**U-C**
86999061	TURTLE CREEK/54 AVE	US 441/SR 7	US 441/SR 7	2.950	**U-C**
86999027	TYLER ST	DIXIE HWY	US 1/SR 5	0.340	**U-MinA**
86220000	UNIVERSITY DR	COUNTY LINE RD	SAMPLE RD/SR 834	21.003	**U-PAO**
86220000	UNIVERSITY DR	SAMPLE RD/SR 834	SAWGRASS EXPY	2.056	**U-PAO**
86220000	UNIVERSITY DR	SAWGRASS EXPY	HOLMBERG RD	0.671	**U-C**
86060000	US 27/SR 25	I-75	PALM BCH. CO. LN.	14.648	**R-PAO**
86060000	US 27/SR 25	DADE COUNTY LINE	I-75	3.030	**U-PAO**
86100000	US 441/SR 7	SR 848/STIRLING RD	PALM BCH. CO. LN	19.501	**U-PAO**
86000145	VICTORIA PARK RD	VICTORIA PARK RD	NE 7TH ST	0.677	**U-C**

86000145	VICTORIA PARK RD	NE 7TH ST	US 1/SUNRISE BLVD	0.391	**U-L**
86039500	W ATLANTIC BLVD	CORAL RIDGE DR	UNIVERSITY DR/SR 817	1.475	**U-PAO**
86039501	W ATLANTIC BLVD	UNIVERSITY DR	ROCK ISLAND RD	2.081	**U-PAO**
86000072	W BROWARD BLVD	FLAMINGO RD/SR-823	NOB HILL RD	1.773	**U-MinA**
86000401	W BROWARD BLVD	NOB HILL RD	JACARANDA CO CLUB DR	0.909	**U-MinA**
86000073	W HIATUS	SW 26TH ST	WB SR-84	1.600	**U-C**
86000085	W PARK RD	N 56 AVE	N PARK RD	1.500	**U-C**
86110500	W SUNRISE BLVD	PINE ISLAND RD	UNIVERSITY DR/SR-817	0.726	**U-PAO**
86000091	WASHINGTON ST	S 64 AVE	S 46 AV/HILLCREST RD	1.607	**U-C**
86000109	WASHINGTON ST	SW 28TH AVE	SR 5/US 1	1.254	**U-C**
86000109	WASHINGTON ST	SW 26TH AVE	SW 28TH AVE	-0.255	**U-L**
86000149	WASHINGTON ST	S 46 AVE	S PARK RD	0.801	**U-C**
86000106	WASHINGTON STREET	US 1/SR 5	DIPLOMAT PKWY	0.743	**U-C**
86000106	WASHINGTON STREET	DIPLOMAT PKWY	S 10 AVE	0.344	**U-L**
86000006	WESTON RD	GRIFFIN RD	SR 84	4.690	**U-MinA**
86000480	WESTVIEW DR.	CORAL RIDGE DR	RIVERSIDE DR	2.680	**U-C**
86000011	WILES RD	LEITNER DR	SR 7 / US 441	1.542	**U-MinA**
86000012	WILES RD	NW 125TH AVE	CORAL RIDGE DR	0.870	**U-L**
86000012	WILES RD	CORAL RIDGE DR	NW 92 AVE/UNIVERSITY DR	2.30	**U-MinA**
86000230	WILES RD	UNIVERSITY DR	E LEITNER DR WEST	1.263	**U-MinA**
86999005	WILES RD	US 441/SR 7	POWERLINE RD	3.120	**U-MinA**
86170000	WILTON DR	N E 19TH ST	OLD DIXIE HWY	0.808	**U-MinA**

APPENDIX B
Broward County Transit - Route by Route Ridership

	October 2003-September 2004	October 2004-September 2005	% change
Route 1	2,483,578	2,537,725	2.2%
Route 2	2,187,219		-1.8%
Route 3	326,997	338,055	3.4%
Route 4	0	221,03	N/A
Route 5	523,815	514,838	-1.7%
Route 6	572,937	678,330	18.4%
Route 7	1,371,664	1,365,532	-0.4%
Route 9	1,050,681	915,23	-12.9%
Route 10	1,124,846	1,171,672	4.2%
Route 11	1,333,285	1,290,643	-3.2%
Route 12	545,239	554,356	1.7%
Route 14	1,268,225	1,332,467	5.1%
Route 15	192,31	198,790	3.5%
Route 17	174,012	166,990	-4.0%
Route 18	4,321,886	4,443,953	2.8%
Route 18L	125,301	407,260	225.0%
Route 20	454,876	478,423	5.2%
Route 22	1,345,695	1,380,786	2.6%
Route 23	150,889	171,001	3.3%
Route 28	1,069,630	1,008,364	-5.7%
Route 30	728,451	738,724	1.4%
Route 31	1,822,949	1,290,439	-29.2%
Route 34	609,266	753,525	23.7%
Route 36	2,330,712	2,436,901	4.6%
Route 40	1,292,478	1,400,718	8.4%
Route 42	0	429,518	N/A
Route 50	1,468,704	1,582,671	7.8%
Route 55	584,077	618,253	5.9%
Route 56	628,608	668,628	6.4%
Route 57	55,220	53,800	-2.6%
Route 60	938,152	1,321,092	40.8%
Route 62	533,982	569,055	6.6%
Route 72	2,163,555	2,270,341	4.9%

Route 75	23,609	0	N/A
Route 81	807,211	812,995	0.7%
Route 83	704,825	520,253	-26.2%
Route 84	349,041	227,999	-34.7%
Route 88	177,176	283,251	59.9%
Route 92/94	160,999	123,180	-23.5%
Route 93	52,705	43,660	-17.2%
Route 95	44,898	41,947	-6.6%
Route 97	28,812	23,947	-16.9%
unknown	142,684	1,195	-99.2%
	36,271,020	**37,534,575**	**3.5%**

Note: There was no service on September 2,3,4 & 5, 2004 due to Hurricane Frances and no service on September 25 & 26, 2004 due to Hurricane Jeanne.

Note: Service ended at 12:00 pm on August 25, 2005 and there was no service on August 26, 2005 due to Hurricane Katrina and there was no service until 2:00 pm on September 20, 2005 due to Hurricane Rita.

Appendix C - Broward County 2005 Roadway Level of Service Analysis

ID	N/S Roadway	Segment	Design Code	2005 Peak Hour Conditions Volume	Capacity	V/C	LOS
1	US 27	N of Dade C L	422	1770	3390	0.52	B
3	US 27	N of Miramar Pkwy	422	**1770 e**	3390	0.52	B
5	US 27	N of Pembroke Rd	422	2250	3390	0.66	B
7	US 27	N of Pines Blvd	422	1660	3390	0.49	B
9	US 27	N of Sheridan St	422	1710	3390	0.50	B
11	US 27	N of Stirling Rd	422	300	3390	0.38	B
3	US 27	N of Griffin Rd	422	1540	3390	0.45	B
15	US 27	N of Saddle Club Rd	422	970	3390	0.29	B
17	US 27	N of SR 84	422	960	3390	0.28	B
1001	SW 196 Ave	N of Miramar Pkwy	264	**319 e**	950	0.33	C
1003	SW 196 Ave	N of Pembroke Rd	274	319	390	0.23	C
1005	SW 196 Ave	N of Pines Blvd	474	458	2950	0.15	C
1025	SW 196 Ave	N of Taft St	274	458	390	0.33	C
1007	SW 196 Ave	N of Sheridan St	274	35	390	0.10	C
1009	SW 184 Ave	N of Bass Creek Rd	264	**1462 e**	950	1.54	F
19	SW 184 Ave	N of Miramar Pkwy	222	**1462 e**	1482 r	0.99	D
21	SW 184 Ave	N of Pembroke Rd	222	1462	1482 r	0.99	D
23	SW 184 Ave	N of Pines Blvd	422	930	3221 r	0.29	B
25	SW 184 Ave	N of Johnson St	222	938	1482 r	0.63	C
27	SW 184 Ave	N of Sheridan St	N/A	N/A	N/A	N/A	N/A
29	SW 184 Ave	N of Stirling Rd	N/A	N/A	N/A	N/A	N/A
31	Bonaventure Blvd	N of Griffin Rd	422	1015	3221 r	0.31	B
33	Bonaventure Blvd	N of SW 36 St	422	1451	3221 r	0.45	B
35	Bonaventure Blvd	N of Arvida Pkwy	422	1488	3221 r	0.46	B
37	Bonaventure Blvd	N of Indian Trace	422	810	3221 r	0.25	B
39	Bonaventure Blvd	N of Saddle Club Rd	422	810	3221 r	0.25	B
1127	SW 178 Ave	N of Miramar Pkwy	464	654	2070	0.32	C
1129	SW 178 Ave	N of Pembroke Rd	464	1015	2070	0.49	C
131	SW 178 Ave/NW 17 St	N of Pines Blvd	464	317	2070	0.15	C
41	SW 172 Ave	N of SW 50 Pl	264	419	950	0.44	C
43	SW 172 Ave	N of Miramar Pkwy	474	**1075 e**	2950	0.36	C
45	SW 172 Ave	N of Pembroke Rd	474	**302 e**	2950	0.44	C
47	SW 172 Ave	N of Pines Blvd	274	950	390	0.68	D
49	SW 172 Ave	N of Sheridan St	274	691	390	0.50	C
51	SW 172 Ave	N of Stirling Rd	274	581	390	0.42	C
53	SW 160 Ave	N of Dade C L	474	1060	2950	0.36	C
55	SW 160 Ave	N of Miramar Pkwy	422	1835	3221 r	0.57	B

57	SW 160 Ave	N of Pembroke Rd	422	1594	3221 r	0.49	B
59	SW 160 Ave	N of Pines Blvd	422	1651	3221 r	0.51	B
61	SW 160 Ave	N of Sheridan St	264	1193	950	1.25	E
63	SW 160 Ave	N of Stirling Rd	264	937	950	0.99	D
65	Weston Rd	N of Griffin Rd	432	2770	3110	0.89	D
67	Weston Rd	N of SW 36 St	432	2117	3110	0.68	C
69	Weston Rd	N of Arvida Pkwy	432	2271	3110	0.73	C
71	Weston Rd	N of Indian Trace	432	1820	3110	0.58	C
73	Weston Rd	N of Saddle Club Rd	432	1900	3110	0.61	C
75	I-75	N of Dade C L	821	3320	3420	0.99	D
77	I-75	N of Miramar Pkwy	821	8670	3420	0.65	C
79	I-75	N of Pines Blvd	821	8800	3420	0.66	C
81	I-75	N of Sheridan St	821	9040	3420	0.67	C
83	I-75	N of Griffin Rd	821	1380	3420	0.85	D
85	I-75	N of Arvida Pkwy	1021	11750	16980	0.69	C
87	I-75	W of Sawgrass Xway	621	**4780 e**	9840	0.49	B
89	I-75	W of Weston Rd	621	4780	9840	0.49	B
91	I-75	W of Bonaventure Blvd	621	**4780 e**	9840	0.49	B
93	I-75	W of Indian Trace	621	**4060 e**	9840	0.41	B
95	I-75	W of Arvida Pkwy	621	3340	9840	0.34	B
1029	I-75	W of US 27	421	1820	6250	0.29	A
97	Sawgrass Xway	N of SR 84	621	9860	9840	1.00	E
99	Sawgrass Xway	N of Sunrise Blvd	621	7540	9840	0.77	C
101	Sawgrass Xway	N of Oakland Pk Blvd	621	8460	9840	0.86	D
103	Sawgrass Xway	N of Commercial Blvd	621	7810	9840	0.79	D
105	Sawgrass Xway	N of Atlantic Blvd	421	6680	6250	1.07	E
107	Sawgrass Xway	N of Sample Rd	421	5510	6250	0.88	D
109	Sawgrass Xway	E of Coral Ridge Dr	421	6290	6250	1.01	E
111	Sawgrass Xway	E of University Dr	421	7680	6250	1.23	F
13	Sawgrass Xway	E of SR 7	421	7280	6250	1.16	F
115	Sawgrass Xway	E of Lyons Rd	421	7350	6250	1.18	F
119	SW 148 Ave	N of Bass Creek Rd	264	1491	950	1.57	F
121	SW 148 Ave	N of Sheridan St	264	679	950	0.71	D
123	SW 148 Ave	N of Stirling Rd	264	578	950	0.61	D
1061	SW 148 Ave	N of SW 14 St	264	374	950	0.39	C
127	SW 145 Ave	N of Miramar Pkwy	464	450	2070	0.22	C
31	NW 142 Ave	N of Pines Blvd	474	305	2950	0.10	C
39	NW 36 Ave	N of Pines Blvd	464	494	2070	0.24	C
143	SW 36 Ave	N of Stirling Rd	264	N/A	950	N/A	N/A
1171	SW 36 Ave	N of E Palomino Dr	N/A	N/A	N/A	N/A	N/A
1031	SW 36 Ave	N of SW 14 St	264	945	950	0.99	D
149	SW 36 Ave	N of Wester High Dr	464	1760	2070	0.85	D
151	SW 36 Ave	N of SR 84	632	2710	4680	0.58	C
153	NW 36 Ave	N of NW 3 St	632	**2710 e**	4680	0.58	C

155	NW 36 Ave	N of Cleary Blvd	632	2250	4680	0.48	C
157	NW 36 Ave	N of Sunrise Blvd	632	1988	4680	0.42	C
139	SW 30 Ave	N of SW 36 Ct	264	446	950	0.47	C
1141	SW 30 Ave	N of SW 14 St	264	305	950	0.32	C
1033	Flamingo Rd	N of Dade C L	274	2106	390	1.51	F
161	Flamingo Rd	N of HEFT	474	**1934 e**	2950	0.66	C
163	Flamingo Rd	N of Miramar Pkwy	474	1763	2950	0.60	C
165	Flamingo Rd	N of Red Rd	622	**3586 e**	5080	0.71	B
167	Flamingo Rd	N of Pembroke Rd	622	5410	5080	1.06	F
169	Flamingo Rd	N of Pines Blvd	632	4160	4680	0.89	D
171	Flamingo Rd	N of Sheridan St	622	3960	5080	0.78	B
173	Flamingo Rd	N of Stirling Rd	622	4210	5080	0.83	B
175	Flamingo Rd	N of Griffin Rd	622	3560	5080	0.70	B
177	Flamingo Rd	N of SW 26 St	622	3060	5080	0.60	B
179	Flamingo Rd	N of SW 14 St	622	3360	5080	0.66	B
181	Flamingo Rd	N of SR 84	622	3860	5080	0.76	B
183	Flamingo Rd	N of Broward Blvd	622	3409	5080	0.67	B
185	Flamingo Rd	N of Cleary Blvd	622	3002	5080	0.59	B
187	Flamingo Rd	N of Sunrise Blvd	622	4197	5080	0.83	B
189	Red Rd	N of Dade C L	622	3160	5080	0.62	B
191	Red Rd	N of HEFT	622	3816	5080	0.75	B
193	Red Rd	N of Miramar Pkwy	622	2728	5080	0.54	B
195	NW 120 Way	N of Oakland Pk Blvd	264	527	950	0.55	D
1149	NW 115 Ter	N of NW 29 Mnr	264	591	950	0.62	D
1063	NW 115 Ter	N of Oakland Pk Blvd	264	616	950	0.65	D
199	Hiatus Rd	N of Red Rd	422	808	3221 r	0.25	B
201	Hiatus Rd	N of Pembroke Rd	422	1873	3221 r	0.58	B
203	Hiatus Rd	N of Pines Blvd	432	1823	3110	0.59	C
205	Hiatus Rd	N of Sheridan St	274	1256	390	0.90	D
209	Hiatus Rd	N of Orange Dr	264	482	950	0.51	D
211	Hiatus Rd	N of SW 26 St	274	**836 e**	390	0.60	C
23	Hiatus Rd	N of SW 14 St	274	1190	390	0.86	D
215	Hiatus Rd	N of SR 84	622	1566	4826 r	0.32	B
217	Hiatus Rd	N of Broward Blvd	422	**823 e**	3221 r	0.26	B
219	Hiatus Rd	N of Cleary Blvd	422	823	3221 r	0.26	B
221	Hiatus Rd	N of Sunrise Blvd	N/A	N/A	N/A	N/A	N/A
223	Hiatus Rd	N of Oakland Pk Blvd	422	1786	3221 r	0.55	B
225	Hiatus Rd	N of NW 44 St	422	1550	3221 r	0.48	B
227	Hiatus Rd	N of Commercial	422	1600	3221 r	0.50	B
229	Palm Ave	N of Dade C L	222	1705	1482 r	1.15	F
231	Palm Ave	N of Miramar Pkwy	422	2362	3221 r	0.73	B
233	Palm Ave	N of Pembroke Rd	422	**2632 e**	3221 r	0.82	B
235	Palm Ave	N of Pines Blvd	432	2439	3110	0.78	C
237	Palm Ave	N of Sheridan St	422	1822	3221 r	0.57	B

239	SW 100 Ave	N of Stirling Rd	222	1704	1482 r	1.15	F
241	Nob Hill Rd	N of Griffin Rd	422	2400	3221 r	0.74	B
243	Nob Hill Rd	N of SR 84	432	3460	3110	1.11	F
245	Nob Hill Rd	N of Broward Blvd	432	2884	3110	0.93	D
247	Nob Hill Rd	N of Cleary Blvd	432	273	3110	0.87	D
249	Nob Hill Rd	N of Sunrise Blvd	432	330	3110	1.01	E
251	Nob Hill Rd	N of Oakland Pk Blvd	422	2511	3221 r	0.78	B
253	Nob Hill Rd	N of NW 44 St	422	2270	3221 r	0.70	B
255	Nob Hill Rd	N of Commercial Blvd	422	2263	3221 r	0.70	B
257	Nob Hill Rd	N of McNab Rd	432	2405	3110	0.77	C
259	Coral Ridge Dr	N of Riverside Dr	432	2090	3110	0.67	C
261	Coral Ridge Dr	N of Atlantic Blvd	432	3120	3110	1.00	E
263	Coral Ridge Dr	N of Royal Palm Blvd	422	2353	3221 r	0.73	B
265	Coral Ridge Dr	N of Sample Rd	422	2382	3221 r	0.74	B
267	Coral Ridge Dr	N of Wiles Rd	422	2482	3221 r	0.77	B
269	Coral Ridge Dr	N of Sawgrass Xway	464	2350	2070	1.3	E
1039	Nob Hill Rd	N of Heron Bay Blvd	464	838	2070	0.40	C
1121	Nob Hill Rd	N of Trails End	464	N/A	2070	N/A	N/A
1123	Nob Hill Rd	N OF Pine Island Rd	N/A	N/A	N/A	N/A	N/A
1151	NW 94 Ave	N of Oakland Park Blvd	464	554	2070	0.27	C
271	NW 94 Ave	N of Commercial Blvd	264	953	950	1.00	E
1065	NW 110 Ave	N of Sample Rd	264	426	950	0.45	C
273	SW 90 Ave	N of Stirling Rd	264	807	950	0.85	D
275	Douglas Rd	N of Dade C L	432	1697	3110	0.55	C
277	Douglas Rd	N of Miramar Pkwy	432	**237 e**	3110	0.69	C
279	Douglas Rd	N of Miramar Blvd	432	237	3110	0.69	C
281	Douglas Rd	N of Pembroke Rd	432	**2286 e**	3110	0.73	C
283	Douglas Rd	N of Washington St	432	2286	3110	0.73	C
285	Douglas Rd	N of Pines Blvd	432	1856	3110	0.60	C
287	Douglas Rd	N of Taft St	432	1607	3110	0.52	C
289	Pine Island Rd	N of Sheridan St	422	1909	3221 r	0.59	B
291	Pine Island Rd	N of Stirling Rd	422	1910	3221 r	0.59	B
293	Pine Island Rd	N of Griffin Rd	422	2754	3221 r	0.85	C
295	Pine Island Rd	N of Nova Dr	422	3410	3221 r	1.06	F
297	Pine Island Rd	N of SR 84	632	5410	4680	1.16	F
299	Pine Island Rd	N of Peters Rd	632	4210	4680	0.90	D
301	Pine Island Rd	N of Broward Blvd	632	3912	4680	0.84	D
303	Pine Island Rd	N of Cleary Blvd	632	3476	4680	0.74	C
305	Pine Island Rd	N of Sunrise Blvd	632	3601	4680	0.77	C
307	Pine Island Rd	N of Sunrise Lks Blvd	632	3456	4680	0.74	C
309	Pine Island Rd	N of Oakland Pk Blvd	422	3312	3221 r	1.03	F
311	Pine Island Rd	N of NW 44 St	422	3177	3221 r	0.99	D
33	Pine Island Rd	N of Commercial Blvd	422	2776	3221 r	0.86	C
315	Pine Island Rd	N of McNab Rd	432	2623	3110	0.84	D

317	Coral Sprgs Dr	N of Southgate Blvd	432	2069	3110	0.66	C
319	Coral Sprgs Dr	N of Atlantic Blvd	432	2642	3110	0.85	D
321	Coral Sprgs Dr	N of Royal Palm Blvd	422	2482	3221 r	0.77	B
323	Coral Sprgs Dr	N of Sample Rd	422	1766	3221 r	0.55	B
325	Coral Sprgs Dr	N of Wiles Rd	422	1237	3221 r	0.38	B
327	Pine Island Rd	N of Sawgrass Xway	464	350	2070	0.17	C
329	Pine Island Rd	N of Holmberg Rd	464	665	2070	0.32	C
1047	Pine Island Rd	N of Trails End	N/A	N/A	N/A	N/A	N/A
1143	SW 82 Av/78 Av/10 St	N of University Dr	464	207	2070	0.10	C
1145	NW 82 Ave	N of Broward Blvd	464	625	2070	0.30	C
331	NW 80 Ave	N of McNab Rd	464	522	2070	0.25	C
1157	NW 99 Ave	N of Royal Palm Blvd	264	524	950	0.55	D
1159	Coral Hills Dr	N of NW 29 St	264	516	950	0.54	D
333	University Dr	N of Dade C L	632	5460	4680	1.17	F
335	University Dr	N of Miramar Pkwy	632	4660	4680	1.00	D
337	University Dr	N of Pembroke Rd	632	4660	4680	1.00	D
339	University Dr	N of Hollywood Blvd	632	4860	4680	1.04	E
341	University Dr	N of Sheridan St	622	3910	5080	0.77	B
343	University Dr	N of Stirling Rd	622	4160	5080	0.82	B
345	University Dr	N of Griffin Rd	632	5060	4680	1.08	F
347	University Dr	N of Nova Dr	632	6710	4680	1.43	F
349	University Dr	N of SR 84	632	7670	4680	1.64	F
351	University Dr	N of Peters Rd	632	5190	4680	1.11	F
353	University Dr	N of Broward Blvd	632	3697	4680	0.79	C
355	University Dr	N of Cleary Blvd	632	5760	4680	1.23	F
357	University Dr	N of Sunrise Blvd	632	6010	4680	1.28	F
359	University Dr	N of Oakland Pk Blvd	632	4299	4680	0.92	D
361	University Dr	N of NW 44 St	632	6010	4680	1.28	F
363	University Dr	N of Commercial Blvd	632	5060	4680	1.08	F
365	University Dr	N of McNab Rd	632	4660	4680	1.00	D
367	University Dr	N of Southgate Blvd	632	4260	4680	0.91	D
369	University Dr	N of Atlantic Blvd	632	5060	4680	1.08	F
371	University Dr	N of Shadowwood Dr	632	5110	4680	1.09	F
373	University Dr	N of Royal Palm Blvd	632	4260	4680	0.91	D
375	University Dr	N of Sample Rd	632	2912	4680	0.62	C
377	University Dr	N of NW 40 St	432	2688	3110	0.86	D
379	University Dr	N of Wiles Rd	432	2627	3110	0.84	D
381	University Dr	N of Sawgrass Xway	464	1203	2070	0.58	D
383	University Dr	N of Holmberg Rd	264	218	950	0.23	C
1069	NW 70 Ave	N of McNab Rd	464	633	2070	0.31	C
389	W Inverrary Blvd	N of Oakland Pk Blvd	264	1037	950	1.09	E
1071	NW 64 Ave	N of NW 19 St	464	777	2070	0.37	C
391	NW 56 Ave	N of Sunrise Blvd	274	1927	390	1.39	F
393	Inverrary Blvd	N of Oakland Pk Blvd	474	1535	2950	0.52	C

395	Inverrary Blvd	N of NW 44 St	474	1210	2950	0.41	C
397	Inverrary Blvd	W of University Dr	264	651	950	0.68	D
399	NW 64 Ave	N of Commercial Blvd	464	1761	2070	0.85	D
401	SW 81 Ave	N of McNab Rd	464	1591	2070	0.77	D
1073	Holiday Springs Blvd	N of Royal Palm Blvd	464	366	2070	0.18	C
1075	Woodside Dr	N of Sample Rd	264	597	950	0.63	D
403	College Ave	N of NW 39 St	364	1460	998	1.46	F
405	NW 55 Ave	N of Sunrise Blvd	264	996	950	1.05	E
407	Rock Island Rd	N of Oakland Pk Blvd	422	1774	3221 r	0.55	B
409	Rock Island Rd	N of NW 44 St	422	2256	3221 r	0.70	B
411	Rock Island Rd	N of Commercial Blvd	422	2754	3221 r	0.85	C
43	Rock Island Rd	N of McNab Rd	432	2697	3110	0.87	D
415	Rock Island Rd	N of Southgate Blvd	432	3232	3110	1.04	E
417	Rock Island Rd	N of Atlantic Blvd	432	233	3110	0.74	C
419	Rock Island Rd	N of Royal Palm Blvd	422	1741	3221 r	0.54	B
421	Rock Island Rd	N of Sample Rd	422	962	3221 r	0.30	B
425	SW 72 Ave	N of Pembroke Rd	264	1210	950	1.27	F
427	SW 72 Ave	N of Hollywood Blvd	264	557	950	0.59	D
429	SW 72 Ave	N of Sheridan St	264	852	950	0.90	D
431	Davie Rd	E of University Dr	222	1868	1482 r	1.26	F
433	Davie Rd	N of Stirling Rd	422	2346	3221 r	0.73	B
435	Davie Rd	N of Griffin Rd	432	2715	3110	0.87	D
437	Davie Rd	N of Nova Dr	432	4360	3110	1.40	F
441	SW 68 Ave	N of County Line Rd	264	603	950	0.63	D
135	N 68 Ave	N of Sheridan St	264	669	950	0.70	D
137	N 66 Ave	N of Sheridan St	264	437	950	0.46	C
443	N 64 Ave	N of Hndle Bch Blvd	264	602	950	0.63	D
445	N 64 Ave	N of Hollywood Blvd	274	695	390	0.50	C
447	N 64 Ave	N of Sheridan St	274	615	390	0.44	C
449	SW 62 Ave	N of County Line Rd	264	753	950	0.79	D
451	SW 62 Ave	N of Pembroke Rd	264	1047	950	1.10	E
1081	NW 66 Ave	N of Atlantic Blvd	264	499	950	0.52	D
453	Florida's TPK(HEFT)	N of Dade C L	421	4530	6250	0.72	C
455	Florida's TPK(HEFT)	E of Red Rd	421	6030	6250	0.96	D
457	Florida's TPK(HEFT)	E of University Dr	421	**3910 e**	6250	0.63	C
459	Florida's Turnpike	N of Dade C L	611	10770	10050	1.07	E
461	Florida's Turnpike	N of Hollywood Blvd	611	11480	10050	1.14	F
463	Florida's Turnpike	N of Sheridan St	611	11480	10050	1.14	F
1169	Florida's Turnpike	N of Stirling Rd	611	11480	10050	1.14	F
465	Florida's Turnpike	N of Griffin Rd	611	11630	10050	1.16	F
467	Florida's Turnpike	N of SR 84	611	11770	10050	1.17	F
469	Florida's Turnpike	N of Sunrise Blvd	611	11490	10050	1.14	F
471	Florida's Turnpike	N of Commercial Blvd	611	10400	10050	1.03	E
473	Florida's Turnpike	N of Atlantic Blvd	611	9180	10050	0.91	D

475	Florida's Turnpike	N of Coconut Crk Pkwy	611	9540	10050	0.95	D
477	Florida's Turnpike	N of Sample Rd	611	8650	10050	0.86	D
479	Florida's Turnpike	N of Sawgrass Xway	611	10210	10050	1.02	E
481	NW 49 Ave	N of NW 19 St	264	304	950	1.37	F
1055	NW 49 Ave	N of NW 26 St	264	304	950	1.37	F
483	NW 47 Ave	N of Sunrise Blvd	264	1433	950	1.51	F
1161	Turtle Creek Dr/62 Ave	N of NW 31 St	464	**1828 e**	2070	0.88	D
1163	Cullum Rd/54 Ave	N of NW 31 St	464	**771 e**	2070	0.37	C
485	SR 7	N of Dade C L	422	3930	3390	1.16	F
487	SR 7	N of Hndle Bch Blvd	422	3480	3390	1.03	F
489	SR 7	N of Pembroke Rd	422	3560	3390	1.05	F
491	SR 7	N of Hollywood Blvd	422	3440	3390	1.01	F
493	SR 7	N of Sheridan St	432	3240	3110	1.04	E
495	SR 7	N of Stirling Rd	432	3690	3110	1.19	F
497	SR 7	N of Griffin Rd	632	4050	4680	0.87	D
499	SR 7	N of Orange Dr	632	3930	4680	0.84	D
501	SR 7	N of SR 84	632	4220	4680	0.90	D
503	SR 7	N of Riverland Rd	632	**4220 e**	4680	0.90	D
505	SR 7	N of Davie Blvd	632	3770	4680	0.81	C
507	SR 7	N of Broward Blvd	632	3690	4680	0.79	C
509	SR 7	N of Sunrise Blvd	632	4300	4680	0.92	D
511	SR 7	N of NW 19 St	632	4500	4680	0.96	D
53	SR 7	N of Oakland Pk Blvd	632	4180	4680	0.89	D
515	SR 7	N of Commercial Blvd	632	4050	4680	0.87	D
517	SR 7	N of Bailey Rd	632	3360	4680	0.72	C
519	SR 7	N of NW 62 St	632	**3770 e**	4680	0.81	C
521	SR 7	N of Kimberly Blvd	632	3770	4680	0.81	C
523	SR 7	N of Southgate Blvd	632	4214	4680	0.90	D
525	SR 7	N of Atlantic Blvd	632	**4660 e**	4680	1.00	D
527	SR 7	N of Margate Blvd	632	4660	4680	1.00	D
529	SR 7	N of Royal Palm Blvd	632	4140	4680	0.88	D
531	SR 7	N of Sample Rd	632	3730	4680	0.80	C
533	SR 7	N of Wiles Rd	632	4140	4680	0.88	D
535	SR 7	N of Sawgrass Xway	632	**4280 e**	4680	0.91	D
537	SR 7	N of Holmberg Rd	632	4420	4680	0.94	D
539	SR 7	N of Hillsboro Blvd	632	4010	4680	0.86	D
541	Banks Rd	N of Atlantic Blvd	474	1707	2950	0.58	C
543	Banks Rd	N of Copans Rd	474	636	2950	0.22	C
103	Banks Rd	N of Sample Rd	264	22	950	0.02	C
1165	Banks Rd	N of NW 40 St	N/A	N/A	N/A	N/A	N/A
545	SW 56 Ave	N of Dade C L	274	537	390	0.39	C
547	SW 56 Ave	N of Hndle Bch Blvd	274	901	390	0.65	D
549	S 56 Ave	N of Pembroke Rd	274	979	390	0.70	D
551	N 56 Ave	N of Hollywood Blvd	274	1186	390	0.85	D

553	N 56 Ave	N of Sheridan St	274	1259	390	0.91	D
555	SW 40 Ave	N of Stirling Rd	274	901	390	0.65	D
1125	SW 52 Ave	N of County Line Rd	264	470	950	0.49	D
557	SW 48 Ave	N of County Line Rd	264	369	950	0.39	C
561	S 46 Ave	N of Washington St	264	**342 e**	950	1.41	F
563	N 46 Ave	N of Hollywood Blvd	464	342	2070	0.65	D
565	N 46 Ave	N of Sheridan St	464	1500	2070	0.72	D
567	SW 40 Ave	N of Dade C L	264	535	950	0.56	D
569	SW 40 Ave	N of Hndle Bch Blvd	264	629	950	0.66	D
571	S 35 Ave	N of Washington St	264	671	950	0.71	D
573	N Park Rd	N of Pembroke Rd	474	1525	2950	0.52	C
575	N Park Rd	N of Hollywood Blvd	474	1970	2950	0.67	C
577	N Park Rd	N of W Park Rd	274	1576	390	1.3	F
579	N Park Rd	N of Sheridan St	274	1010	390	0.73	D
133	S Park Rd	N of Hallandale Bch Blvd	264	669	950	0.70	D
581	SW 31 Ave	N of Riverland Rd	274	407	390	0.29	C
583	SW 31 Ave	N of Davie Blvd	274	1229	390	0.88	D
585	NW 31 Ave	N of Broward Blvd	422	1693	3221 r	0.53	B
587	NW 31 Ave	N of NW 6 St	622	2400	4826 r	0.50	B
589	NW 31 Ave	N of Sunrise Blvd	622	3183	4826 r	0.66	B
591	NW 31 Ave	N of NW 19 St	622	3267	4826 r	0.68	B
593	NW 31 Ave	N of Oakland Pk Blvd	632	2947	4680	0.63	C
595	NW 31 Ave	N of Commercial Blvd	632	3140	4680	0.67	C
597	NW 31 Ave	N of Prospect Rd	632	3508	4680	0.75	C
599	Lyons Rd	N of Cypress Crk Rd	622	3396	4826 r	0.70	B
601	Lyons Rd	N of McNab Rd	422	3897	3221 r	1.21	F
1041	Lyons Rd	N of Atlantic Blvd	632	2897	4680	0.62	C
603	Lyons Rd	N of NW 6 Mr	432	2897	3110	0.93	D
605	Lyons Rd	N of Coconut Crk Pkwy	432	2876	3110	0.92	D
607	Lyons Rd	N of Copans Rd	432	2661	3110	0.86	D
609	Lyons Rd	N of Sample Rd	622	3688	4826 r	0.76	B
611	Lyons Rd	N of Wiles Rd	622	3905	4826 r	0.81	B
63	Lyons Rd	N of Sawgrass Xway	622	4092	4826 r	0.85	C
615	Lyons Rd	N of Hillsboro Blvd	622	3587	4826 r	0.74	B
617	Riverland Rd	E of SR 7	274	1041	390	0.75	D
619	SW 27 Ave	N of Davie Blvd	474	1288	2950	0.44	C
1087	NW 27 Ave	N of Sunrise Blvd	264	1025	950	1.08	E
621	SW 30 Ave	N of Griffin Rd	264	969	950	1.02	E
1043	SW 30 Ave	N of SW 42 St	464	1110	2070	0.54	D
623	SW 26 Terr	N of SW 32 St	264	407	950	0.43	C
625	Ravenswood Rd	N of Stirling Rd	274	301	390	0.94	D
627	Ravenswood Rd	N of Griffin Rd	274	1120	390	0.81	D
1053	Ravenswood Rd	N of NW 36 ST	264	162	950	0.17	C
629	N 29 Ave	N of Sheridan St	464	1123	2070	0.54	D

631	NW 23 Ave	N of Sunrise Blvd	374	1105	1460	0.76	D
633	NW 21 Ave	N of NW 19 St	274	1803	390	1.30	F
635	NW 21 Ave	N of Oakland Pk Blvd	274	1754	390	1.26	F
1089	NW 21 Ave	N of Commercial Blvd	264	428	950	0.45	C
637	NW 21/Oaks Dr	N of Cypress Crk Rd	264	632	950	0.66	D
639	NW 31 Ave_FTPK	N of Atlantic Blvd	474	370	2950	0.46	C
641	Blount Rd	N of Coconut Crk Pkwy	264	856	950	0.90	D
643	Blount Rd	N of Copans Rd	464	**856 e**	2070	0.41	C
647	NW 15 Ave	N of Sunrise Blvd	264	825	950	0.87	D
1153	NW 12 Ave	N of Commercial Blvd	464	505	2070	0.24	C
1091	NW 27 Ave	N of Atlantic Blvd	264	420	950	0.44	C
1095	Bryan Rd	N of Stirling Rd	264	500	950	0.53	D
651	SW 9 Ave	N of SR 84	264	579	950	0.61	D
653	NW 9 Ave	N of Sample Rd	274	370	390	0.27	C
655	NW 9 Ave	N of NW 6 St	274	759	390	0.55	C
657	Powerline Rd	N of Sunrise Blvd	632	1880	4680	0.40	C
659	Powerline Rd	N of NW 19 St	632	2210	4680	0.47	C
661	Powerline Rd	N of Oakland Pk Blvd	622	2250	5080	0.44	B
663	Powerline Rd	N of Prospect Rd	622	**2355 e**	5080	0.46	B
665	Powerline Rd	N of Commercial Blvd	622	2660	5080	0.52	B
667	Powerline Rd	N of Cypress Crk Rd	632	3810	4680	0.81	C
669	Powerline Rd	N of Atlantic Blvd	622	2990	5080	0.59	B
671	Powerline Rd	N of Copans Rd	622	2740	5080	0.54	B
673	Powerline Rd	N of Sample Rd	622	3611	5080	0.71	B
675	Powerline Rd	N of Green Rd	622	2540	5080	0.50	B
677	Powerline Rd	N of SW 10 St	432	2870	3110	0.92	D
679	Powerline Rd	N of Hillsboro Blvd	432	3163	3110	1.02	E
1059	7/9 Ave Connector	N of NW 6 St	N/A	N/A	N/A	N/A	N/A
685	I-95	N of Dade C L	1021	19730	16980	1.16	F
687	I-95	N of Hndle Bch Blvd	1021	22100	16980	1.30	F
689	I-95	N of Pembroke Rd	1021	22710	16980	1.34	F
691	I-95	N of Hollywood Blvd	1021	23590	16980	1.39	F
693	I-95	N of Sheridan St	1021	25350	16980	1.49	F
695	I-95	N of Stirling Rd	1021	24820	16980	1.46	F
697	I-95	N of Griffin Rd	1021	24730	16980	1.46	F
699	I-95	N of I-595	1021	**24820 e**	16980	1.46	F
701	I-95	N of SR 84	1021	24820	16980	1.46	F
703	I-95	N of Davie Blvd	1021	24560	16980	1.45	F
705	I-95	N of Broward Blvd	1021	27540	16980	1.62	F
707	I-95	N of Sunrise Blvd	1021	24470	16980	1.44	F
709	I-95	N of Oakland Pk Blvd	1021	23500	16980	1.38	F
711	I-95	N of Commercial Blvd	821	22800	3420	1.70	F
73	I-95	N of Cypress Crk Rd	821	21400	3420	1.59	F
715	I-95	N of Atlantic Blvd	821	21490	3420	1.60	F

717	I-95	N of Copans Rd	821	19820	3420	1.48	F
719	I-95	N of Sample Rd	821	15300	3420	1.14	F
721	I-95	N of SW 10 St	821	18150	3420	1.35	F
723	I-95	N of Hillsboro Blvd	821	17280	3420	1.29	F
725	SW 4 Ave	N of I-595	474	1193	2950	0.40	C
727	SW 4 Ave	N of SR 84	422	1655	3221 r	0.51	B
729	SW 4 Ave	N of Davie Blvd	452	317	2880	0.46	D
731	SW 4 Ave	N of SW 7 St-CBD	452	**1488 e**	2880	0.52	D
733	NW 7 Ave	N of Las Olas Blv-CBD	452	1658	2880	0.58	D
735	NW 7 Ave	N of Broward Blvd-CBD	432	1493	3110	0.48	C
737	NW 7 Ave	N of NW 6 St	432	1081	3110	0.35	C
739	NW 7 Ave	N of Sunrise Blvd	264	819	950	0.86	D
741	S 28 Ave	N of Pembroke Rd	264	634	950	0.67	D
743	S 28 Ave	N of Hollywood Blvd	264	**634 e**	950	0.67	D
745	SW 8 Ave	N of Dade C L	264	745	950	0.78	D
747	NW 8 Ave	N of Hndle Bch Blvd	264	631	950	0.66	D
749	S 26 Ave	N of Pembroke Rd	264	217	950	0.23	C
751	N 26 Ave	N of Hollywood Blvd	264	692	950	0.73	D
1097	SW 2 Ave	N of I-595	264	394	950	0.41	C
753	Andrews Ave	N of Eller Dr	464	1164	2070	0.56	D
755	Andrews Ave	N of SR 84	422	1789	3221 r	0.56	B
757	Andrews Ave	N of SE 17 St	422	1810	3221 r	0.56	B
759	Andrews Ave	N of Davie Blvd	452	1783	2880	0.62	D
761	Andrews Ave	N of SW 7 St-CBD	452	1673	2880	0.58	D
763	Andrews Ave	N of Broward Blvd-CBD	432	**1580 e**	3110	0.51	C
765	Andrews Ave	N of NE 6 St	432	1580	3110	0.51	C
767	Andrews Ave	N of Sunrise Blvd	432	2480	3110	0.80	D
769	Andrews Ave	N of Oakland Pk Blvd	432	2661	3110	0.86	D
771	Andrews Ave	N of Prospect Rd	432	2014	3110	0.65	C
773	Andrews Ave	N of Commercial Blvd	432	372	3110	0.44	C
775	Andrews Ave	N of Cypress Crk Rd	622	2064	4826 r	0.43	B
777	Andrews Ave	N of McNab Rd	422	1718	3221 r	0.53	B
779	Andrews Ave	N of Pompano Pk Pl	222	1058	1482 r	0.71	C
781	Andrews Ave	N of Atlantic Blvd	222	N/A	1482 r	N/A	N/A
1015	Andrews Ave	N of NW 15 St	222	N/A	1482 r	N/A	N/A
783	Military Trail	N of Copans Rd	422	1958	3221 r	0.61	B
785	Military Trail	N of Sample Rd	422	2326	3221 r	0.72	B
787	Military Trail	N of Green Rd	422	**2416 e**	3221 r	0.75	B
789	Military Trail	N of SW 15 St	422	2416	3221 r	0.75	B
791	Military Trail	N of SW 10 St	422	2144	3221 r	0.67	B
793	Military Trail	N of Hillsboro Blvd	422	2687	3221 r	0.83	C
1099	N Dixie Hwy	N of NE 3 St	264	973	950	1.02	E
1147	N Dixie Hwy	N of NE 16 St	264	603	950	0.63	D
795	NE 6 Ave	N of Dixie Hwy	264	990	950	1.04	E

797	NE 6 Ave	N of Prospect Rd	264	**982** **e**	950	1.03	E
799	NE 6 Ave	N of Commercial Blvd	464	**1125** **e**	2070	0.54	D
801	NE 6 Ave	N of NE 56 St	264	**367** **e**	950	0.39	C
1101	NW 6 Ave	N of Atlantic Blvd	264	445	950	0.47	C
803	NE 3 Ave	N of Copans Rd	264	1077	950	1.3	E
805	NE 3 Ave	N of Sample Rd	264	1087	950	1.14	E
807	NE 3 Ave	N of NE 48 St	264	930	950	0.98	D
1057	NE 3 Ave	N of NE 54 St / SW 15 St	264	930	950	0.98	D
809	Natura Blvd	N of SE 10 St	464	862	2070	0.42	C
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	894	2484	0.36	C
83	Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	463	1039	2484	0.42	C
815	Dixie Hwy/ 21 Ave	N of Pembroke Rd	463	989	2484	0.40	C
817	Dixie Hwy/ 21 Ave	N of Hollywood Blvd	463	135	2484	0.46	C
819	Dixie Hwy/ 21 Ave	N of Sheridan St	464	**301** **e**	2070	0.14	C
1049	Dixie Hwy/ 21 Ave	N of Phippen Rd	264	301	950	0.32	C
821	SE 3 Ave	N of SE 17 St	432	837	3110	0.27	C
823	SE 3 Ave	N of Davie Blvd	452	1462	2880	0.51	D
825	SE 3 Ave	N of SE 7 St-CBD	452	2095	2880	0.73	D
827	NE 3 Ave	N of Broward Blvd-CBD	452	**1609** **e**	2880	0.56	D
829	NE 3 Ave	N of NE 6 St	452	1609	2880	0.56	D
831	NE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	1760	3110	0.57	C
833	Dixie Hwy	N of Oakland Pk Blvd	432	1920	3110	0.62	C
835	Dixie Hwy	N of NE 38 St	432	2250	3110	0.72	C
837	Dixie Hwy	N of Commercial Blvd	432	1840	3110	0.59	C
839	Dixie Hwy	N of McNab Rd	633	1880	5616	0.33	C
841	Dixie Hwy	N of Pompano Park Pl	432	2090	3110	0.67	C
843	Dixie Hwy	N of Atlantic Blvd	432	**230** **e**	3110	0.68	C
845	Dixie Hwy	N of NW 15 St	432	2170	3110	0.70	C
847	Dixie Hwy	N of Copans Rd	432	1640	3110	0.53	C
849	Dixie Hwy	N of Sample Rd	432	346	3110	0.43	C
851	Dixie Hwy	N of NE 48 St	432	1580	3110	0.51	C
853	Dixie Hwy	N of SW 10 St	432	820	3110	0.26	C
855	Dixie Hwy	N of Hillsboro Blvd	232	1498	1460	1.03	E
857	NE 15 Ave	N of Las Olas Blvd	264	963	950	1.01	E
859	NE 15 Ave	N of Broward Blvd	264	462	950	0.49	D
861	NE 15 Ave	N of NE 6 St	264	919	950	0.97	D
863	NE 15 Ave	N of Sunrise Blvd	464	1587	2070	0.77	D
865	NE 15 Ave	N of NE 3 St	464	**1116** **e**	2070	0.54	D
1045	NE 15 Ave	N of NE 18 St	264	1116	950	1.17	E
1105	NE 16 Ave	N of Oakland Pk Blvd	264	411	950	0.43	C
867	Cypress Rd /18 Av	N of Floranada Rd	264	**1405** **e**	950	1.48	F
869	Cypress Rd /18 Av	N of Commercial Blvd	474	1405	2950	0.48	C
871	Cypress Rd /18 Av	N of NE 62 St	474	2154	2950	0.73	D
873	NE 5 Ave / 1 St / 2 Ave	N of Atlantic Blvd	264	453	950	0.48	C

875	NE 11 Ave	N of Atlantic Blvd	264	385	950	0.40	C
1107	SW 3 Ave (Deerfield Bch)	N of SW 10 St	464	451	2070	0.22	C
1167	SE 2 Ave (Deerfield Bch)	N of SE 10 St	264	587	950	0.62	D
877	US 1	N of Dade C L	632	5560	4680	1.19	F
879	US 1	N of Hndle Bch Blvd	432	3760	3110	1.21	F
881	US 1	N of Pembroke Rd	432	2740	3110	0.88	D
883	US 1	N of Hollywood Blvd	432	3390	3110	1.09	F
885	US 1	N of Sheridan St	432	3280	3110	1.05	E
887	US 1	N of Stirling Rd	432	4180	3110	1.34	F
889	US 1	N of Griffin Rd	622	5820	5080	1.15	F
891	US 1	N of I-595	622	7470	5080	1.47	F
893	US 1	N of SR 84	632	6510	4680	1.39	F
895	US 1	N of Davie Blvd	632	**5560 e**	4680	1.19	F
897	US 1	N of SE 7 St-CBD	632	5560	4680	1.19	F
899	US 1	N of Broward Blvd-CBD	652	3528	4350	0.81	D
901	US 1	N of NE 6 St	652	4340	4350	1.00	D
903	US 1	E of Searstown (see 536)	632	6510	4680	1.39	F
905	US 1	N of Gateway	632	4710	4680	1.01	E
907	US 1	N of Oakland Pk Blvd	632	5300	4680	1.3	F
909	US 1	N of Commercial Blvd	632	4710	4680	1.01	E
911	US 1	N of NE 62 St	632	**5240 e**	4680	1.12	F
93	US 1	N of McNab Rd	632	5240	4680	1.12	F
915	US 1	N of Atlantic Blvd	632	430	4680	0.88	D
917	US 1	N of NE 10 St	632	5030	4680	1.07	F
919	US 1	N of Copans Rd	632	4870	4680	1.04	E
921	US 1	N of Sample Rd	632	4390	4680	0.94	D
923	US 1	N of SW 10 St	632	4500	4680	0.96	D
925	US 1	N of Hillsboro Blvd	632	3230	4680	0.69	C
927	Miami Rd	N of Eller Dr	264	234	950	0.25	C
929	Miami Rd	N of SR 84	264	580	950	0.61	D
1111	Miami Rd	N of SE 17 St	264	329	950	0.35	C
933	Victoria Pk Rd	N of Broward Blvd	264	684	950	0.72	D
935	NE 20 Ave/7 St	E of Victoria Pk Rd	264	688	950	0.72	D
937	NE/S 14 Ave	N of Hndle Bch Blvd	264	546	950	0.57	D
939	N 14 Ave	N of Hollywood Blvd	264	**580 e**	950	0.61	D
113	SE 5 Ave	N of Sheridan St	264	836	950	0.88	D
941	Diplomat Pkwy	N of Hndle Bch Blvd	264	309	950	0.32	C
947	Eisenhower Blvd	N of Eller Dr	464	**198 e**	2070	0.10	C
999	Eisenhower Blvd	N of Spangler Rd	464	198	2070	0.10	C
949	Bayview Dr	N of Sunrise Blvd	264	1226	950	1.29	F
951	Bayview Dr	N of Oakland Pk Blvd	264	1175	950	1.24	E
953	Bayview Dr	N of Commercial Blvd	264	608	950	0.64	D
955	NE 26 Ave / NE 10 St	N of Atlantic Blvd	264	350	950	0.37	C
957	NE 23 Ave	N of Copans Rd	264	517	950	0.54	D

959	NE 22/23 Ave	N of Sample Rd	264	**828** **e**	950	0.87	D
961	SE 12 Ave	N of NE 49 St	264	414	950	0.43	C
965	SR A1A	N of Dade C L	632	3020	4680	0.65	C
967	SR A1A	N of Hndle Bch Blvd	632	2970	4680	0.63	C
969	SR A1A	N of Hollywood Blvd	422	2280	3390	0.67	B
971	SR A1A	N of Sheridan St	274	1160	390	0.83	D
973	SR A1A	N of SE 17 St	432	**3550** **e**	3110	1.14	F
975	SR A1A	N of Seabreeze Blvd	433	3860	3732	1.03	E
977	SR A1A	N of Las Olas Blvd	433	3870	3732	1.04	E
979	SR A1A	N of Bayshore Dr	432	3710	3110	1.19	F
981	SR A1A	N of Sunrise Blvd	422	3440	3390	1.01	F
983	SR A1A	N of Oakland Pk Blvd	442	3390	2750	1.23	F
985	SR A1A	N of Flamingo Ave	242	2750	1200	2.29	F
987	SR A1A	N of Commercial Blvd	242	2070	1200	1.72	F
989	SR A1A	N of Pine Ave	222	2440	1560	1.56	F
991	SR A1A	N of Atlantic Blvd	222	1500	1560	0.96	D
993	SR A1A	N of NE 14 St	274	1080	390	0.78	D
995	SR A1A	N of Hillsboro Inlet	274	380	390	0.99	D
997	SR A1A	N of Hillsboro Blvd	274	1110	390	0.80	D
1155	El Mar Dr	N of Palm Ave	264	146	950	0.15	C
1118	Honey Hill Rd	E of SW 148 Ave	N/A	N/A	N/A	N/A	N/A
1120	Honey Hill Rd	E of Flamingo Rd	264	956	950	1.01	E
2	Bass Crk Rd	E of SW 184 Ave	N/A	N/A	N/A	N/A	N/A
1152	Bass Crk Rd	E of SW 172 Ave	264	150	950	0.16	C
4	Bass Crk Rd	E of Dykes Rd	264	408	950	0.43	C
6	County Line Rd	E of University Dr	422	2240	3221 r	0.70	B
8	County Line Rd	E of FTPK	422	2217	3221 r	0.69	B
10	County Line Rd	E of SR 7	264	1452	950	1.53	F
1046	County Line Rd	E of SW 48 Ave	464	741	2070	0.36	C
12	County Line Rd	E of SW 40 Ave	264	**741** **e**	950	0.78	D
1124	SW 11 St	E of I-95	264	59	950	0.06	C
14	Miramar Pkwy	E of SW 196 Ave	464	**1528** **e**	2070	0.74	D
18	Miramar Pkwy	E of SW 184 Ave	432	2040	3110	0.66	C
20	Miramar Pkwy	E of SW 172 Ave	632	2147	4680	0.46	C
22	Miramar Pkwy	E of SW 160 Ave	632	4210	4680	0.90	D
24	Miramar Pkwy	E of I-75	622	4360	5080	0.86	C
26	Miramar Pkwy	E of SW 148 Ave	622	**3465** **e**	5080	0.68	B
28	Miramar Pkwy	E of SW 36 Ave	622	3465	5080	0.68	B
30	Miramar Pkwy	E of Flamingo Rd	422	3267	3390	0.96	C
32	Miramar Pkwy	E of Red Rd	622	3245	5080	0.64	B
34	Miramar Pkwy	E of Palm Ave	422	2967	3390	0.87	C
36	Miramar Pkwy	E of Douglas Rd	422	2799	3390	0.83	C
38	Miramar Pkwy	E of University Dr	432	3033	3110	0.97	D
40	Hndle Bch Blvd	E of SR 7	432	3440	3110	1.11	F

42	Hndle Bch Blvd	E of I-95	632	4790	4680	1.02	E
44	Hndle Bch Blvd	E of US 1	642	4980	4240	1.17	F
46	Hndle Bch Blvd	E of Diplomat Pkwy	642	3760	4240	0.89	D
1000	Monarch Lakes Blvd	N of Miramar Pkwy	464	491	2070	0.24	C
1002	Miramar Blvd	E of Flamingo Rd	264	187	950	0.20	C
1004	Miramar Blvd	E of Red Rd	264	**187 e**	950	0.20	C
1006	Miramar Blvd	E of Hiatus Rd	264	498	950	0.52	D
50	Miramar Blvd	E of Palm Ave	464	934	2070	0.45	C
52	Miramar Blvd	E of Douglas Rd	264	716	950	0.75	D
56	Pembroke Rd	E of US 27	N/A	N/A	N/A	N/A	N/A
58	Pembroke Rd	E of SW 196 Ave	N/A	N/A	N/A	N/A	N/A
60	Pembroke Rd	E of SW 184 Ave	264	N/A	950	N/A	N/A
966	Pembroke Rd	E of SW 172 Ave	264	N/A	950	N/A	N/A
968	Pembroke Rd	E of SW 160 Ave	N/A	N/A	N/A	N/A	N/A
62	Pembroke Rd	E of SW 36 Ave	474	1516	2950	0.51	C
64	Pembroke Rd	E of Flamingo Rd	422	2271	3390	0.67	B
66	Pembroke Rd	E of Hiatus Rd	422	2349	3390	0.69	B
68	Pembroke Rd	E of Palm Ave	422	2368	3390	0.70	B
70	Pembroke Rd	E of Douglas Rd	422	2992	3390	0.88	C
72	Pembroke Rd	E of University Dr	632	3260	4680	0.70	C
74	Pembroke Rd	E of SW 68 Ave	432	3030	3110	0.97	D
1050	Pembroke Rd	E of SW 62 Ave	632	3298	4680	0.70	C
76	Pembroke Rd	E of SR 7	632	3730	4680	0.80	C
78	Pembroke Rd	E of I-95	432	3280	3110	1.05	E
80	NE 9 St	E of US 1	264	590	950	0.62	D
1048	NE 9 St	E of Atlantic Shores Blvd	264	**590 e**	950	0.62	D
1060	Moffett St	E of US 1	264	547	950	0.57	D
82	Washington St	E of S 64 Ave	264	676	950	0.71	D
84	Washington St	E of SR 7	464	967	2070	0.47	C
86	Washington St	E of S 56 Ave	264	707	950	0.74	D
88	Washington St	E of S 28 Ave	264	591	950	0.62	D
1116	Washington St	E of US 1	264	324	950	0.34	C
90	Pines Blvd	E of US 27	422	1651	3390	0.49	B
92	Pines Blvd	E of SW 196 Ave	622	2350	5080	0.46	B
94	Pines Blvd	E of SW 184 Ave	632	3310	4680	0.71	C
96	Pines Blvd	E of SW 172 Ave	632	4660	4680	1.00	D
98	Pines Blvd	E of SW 160 Ave	632	6010	4680	1.28	F
100	Pines Blvd	E of I-75	832	6760	6060	1.12	F
102	Pines Blvd	E of SW 36 Ave	832	6660	6060	1.10	F
104	Pines Blvd	E of Flamingo Rd	632	5710	4680	1.22	F
106	Pines Blvd	E of Hiatus Rd	632	4631	4680	0.99	D
108	Pines Blvd	E of Palm Ave	632	5710	4680	1.22	F
110	Pines Blvd	E of Douglas Rd	632	5910	4680	1.26	F
112	Hollywood Blvd	E of University Dr	632	5360	4680	1.15	F

114	Hollywood Blvd	E of SW 72 Ave	632	3530	4680	0.75	C
116	Hollywood Blvd	E of Fla Turnpike	632	5010	4680	1.07	F
118	Hollywood Blvd	E of SR 7	632	3360	4680	0.72	C
120	Hollywood Blvd	E of Park Rd	632	4340	4680	0.93	D
122	Hollywood Blvd	E of I-95	442	3810	2750	1.39	F
1150	Hollywood Blvd	E of Dixie Hwy	264	331	950	1.40	F
124	Tyler/Harrison St	E of Dixie Hwy	642	886	4240	0.21	C
126	Hollywood Blvd	E of US 1	422	1580	3390	0.47	B
1126	Johnson St	E of US 27	264	360	950	0.38	C
128	Johnson St	E of Flamingo Rd	474	1156	2950	0.39	C
30	Johnson St	E of NW 103 Ave	474	1412	2950	0.48	C
32	Johnson St	E of Palm Ave	274	328	390	0.95	D
34	Johnson St	E of University Dr	274	1154	390	0.83	D
36	Johnson St	E of N 64 Ave	274	1180	390	0.85	D
38	Johnson St	E of SR 7	274	1736	390	1.25	F
140	Johnson St	E of Park Rd	274	1481	390	1.06	E
142	Johnson St	E of I-95	264	1705	950	1.79	F
144	Johnson St	E of Dixie Hwy	264	732	950	0.77	D
146	Johnson St	E of US 1	264	626	950	0.66	D
1128	Taft St / NW 186th Ave	E of NW 196 Ave	264	489	950	0.51	D
1010	Taft St	E of NW 142 Ave	474	977	2950	0.33	C
148	Taft St	E of Flamingo Rd	474	1808	2950	0.61	C
150	Taft St	E of Palm Ave	474	2226	2950	0.75	D
152	Taft St	E of University Dr	474	1888	2950	0.64	C
154	Taft St	E of N 64 Ave	474	1516	2950	0.51	C
156	Taft St	E of SR 7	264	873	950	0.92	D
158	Taft St	E of Park Rd	264	1237	950	1.30	F
160	Taft St	E of I-95	264	321	950	1.39	F
162	Taft St	E of Dixie Hwy	264	775	950	0.81	D
164	Taft St	E of US 1	264	150	950	0.16	C
130	W Park Rd	E of N 56 Ave	464	407	2070	0.20	C
166	Sheridan St	E of US 27	222	43	1482 r	0.28	C
168	Sheridan St	E of SW 196 Ave	222	1924	1482 r	1.30	F
170	Sheridan St	E of SW 172 Ave	432	2252	3110	0.72	C
172	Sheridan St	E of SW 160 Ave	632	4660	4680	1.00	D
174	Sheridan St	E of I-75	632	4460	4680	0.95	D
176	Sheridan St	E of SW 148 Ave	422	**3815 e**	3390	1.3	F
178	Sheridan St	E of SW 36 Ave	422	3170	3390	0.93	C
180	Sheridan St	E of Flamingo Rd	422	2743	3390	0.81	B
182	Sheridan St	E of Hiatus Rd	422	2775	3390	0.82	B
184	Sheridan St	E of Palm Ave	422	3167	3390	0.93	C
186	Sheridan St	E of Douglas Rd	422	3007	3390	0.89	C
188	Sheridan St	E of University Dr	632	3001	4680	0.64	C
190	Sheridan St	E of SW 72 Ave	632	2646	4680	0.57	C

192	Sheridan St	E of SW 64 Ave	632	2872	4680	0.61	C
194	Sheridan St	E of SR 7	632	3400	4680	0.73	C
196	Sheridan St	E of SW 46 Ave	632	3930	4680	0.84	D
198	Sheridan St	E of Park Rd	632	4050	4680	0.87	D
200	Sheridan St	E of I-95	632	3690	4680	0.79	C
202	Sheridan St	E of SW 8/26 Ave	632	3400	4680	0.73	C
204	Sheridan St	E of Dixie Hwy	432	2460	3110	0.79	C
206	Sheridan St	E of US 1	422	2380	3390	0.70	B
1012	Stirling Rd	E of US 27	264	111	950	0.12	C
208	Stirling Rd	E of SW 160 Ave	464	479	2070	0.23	C
210	Stirling Rd	E of I-75	464	**479 e**	2070	0.23	C
212	Stirling Rd	E of SW 148 Ave	264	489	950	0.51	D
214	Stirling Rd	E of SW 36 Ave	264	**933 e**	950	0.98	D
216	Stirling Rd	E of Flamingo Rd	422	2100	3221 r	0.65	B
218	Stirling Rd	E of Hiatus Rd	422	2623	3221 r	0.81	B
220	Stirling Rd	E of Palm Ave	422	2638	3221 r	0.82	B
222	Stirling Rd	E of Douglas Rd	422	2966	3221 r	0.92	C
224	Stirling Rd	E of University Dr	622	2910	5080	0.57	B
226	Stirling Rd	E of Davie Rd	622	4110	5080	0.81	B
228	Stirling Rd	E of N 64 Ave	622	3526	5080	0.69	B
230	Stirling Rd	E of SR 7	632	3618	4680	0.77	C
232	Stirling Rd	E of Park Rd	632	3930	4680	0.84	D
234	Stirling Rd	E of I-95	632	3560	4680	0.76	C
236	Dania Bch Blvd	E of US 1	422	2120	3390	0.63	B
238	Dania Bch Blvd	E of NE 2 Ave	622	**1635 e**	5080	0.32	B
240	Dania Bch Blvd	E of Gulfstream Rd	422	1150	3390	0.34	B
248	Old Griffin Rd	S of Griffin Rd	264	570	950	0.60	D
250	Griffin Rd	E of US 27	222	331	1482 r	0.22	B
252	Griffin Rd	E of SW 184 Ave	222	372	1482 r	0.93	D
254	Griffin Rd	E of SW 172 Ave	422	1804	3221 r	0.56	B
256	Griffin Rd	E of SW 160 Ave	422	3810	3221 r	1.18	F
258	Griffin Rd	E of I-75	622	2510	4826 r	0.52	B
260	Griffin Rd	E of SW 148 Ave	222	**2020 e**	1482 r	1.36	F
262	Griffin Rd	E of SW 36 Ave	222	1529	1482 r	1.03	F
264	Griffin Rd	E of Flamingo Rd	622	1840	5080	0.36	B
266	Griffin Rd	E of 118 Ave	622	**1840 e**	5080	0.36	B
268	Griffin Rd	E of Hiatus Rd	622	**1840 e**	5080	0.36	B
270	Griffin Rd	E of SW 100 Ave	622	2300	5080	0.45	B
272	Griffin Rd	E of SW 90 Ave	622	**2300 e**	5080	0.45	B
274	Griffin Rd	E of Pine Island Rd	622	3110	5080	0.61	B
276	Griffin Rd	E of University Dr	632	**2560 e**	4680	0.55	C
278	Griffin Rd	E of 76 Ave	632	2560	4680	0.55	C
280	Griffin Rd	E of Davie Rd	632	2760	4680	0.59	C
282	Griffin Rd	E of Fla Turnpike	632	2510	4680	0.54	C

284	Griffin Rd	E of SR 7	632	3320	4680	0.71	C
286	Griffin Rd	E of I-95	632	2210	4680	0.47	C
1014	SW 42 St	E of SW 30 Ave	264	53	950	0.54	D
1016	SW 42 St	E of Ravenswood Rd	264	662	950	0.70	D
308	Perimeter Rd	S of Lee Wagener Blvd	264	570	950	0.60	D
310	Perimeter Rd	N of Lee Wagener Blvd	264	422	950	0.44	C
312	SW 39 St	E of University Dr	264	949	950	1.00	D
1018	SW 36 St	E of US 27	264	311	950	0.33	C
314	South Post Rd	S of Saddle Club Rd	274	619	390	0.44	C
316	South Post Rd	E of Bonaventure Blvd	274	490	390	0.35	C
318	SW 36 St	E of Weston Rd	274	598	390	0.43	C
132	SW 36 Ct	E of SW 30 Ave	264	588	950	0.62	D
322	SW 32 St	E of SW 26 Terr	264	40	950	0.04	C
324	Arvida Pkwy	S of SR 84	422	1450	3221 r	0.45	B
326	Arvida Pkwy	S of Saddle Club Rd	422	1485	3221 r	0.46	B
328	Arvida Pkwy	E of Bonaventure Blvd	422	2946	3221 r	0.91	C
330	Arvida Pkwy	E of Weston Rd	622	5910	4826 r	1.22	F
1020	SW 26 St	E of US 27	264	89	950	0.09	C
334	SW 26 St	E of Flamingo Rd	264	289	950	0.30	C
1022	SW 30 St	E of Pine Island Rd	264	905	950	0.95	D
1024	SW 30 St	E of University Dr	264	1097	950	1.15	E
336	Nova Dr	E of Pine Island Rd	264	1023	950	1.08	E
338	Nova Dr	E of University Dr	264	1787	950	1.88	F
340	Indian Trace	S of SR 84	432	1810	3110	0.58	C
342	Indian Trace	S of Saddle Club Rd	432	1218	3110	0.39	C
344	Indian Trace	E of Bonaventure Blvd	432	1824	3110	0.59	C
346	Indian Trace	E of Weston Rd	274	**1494 e**	390	1.07	F
348	SW 14 St	E of I-75	264	1494	950	1.57	F
350	SW 14 St	E of SW 36 Ave	264	711	950	0.75	D
354	Saddle Club Rd	E of South Post Rd	474	929	2950	0.31	C
356	Saddle Club Rd	E of Arvida Pkwy	474	1283	2950	0.43	C
358	Saddle Club Rd	E of Indian Trace	464	547	2070	0.26	C
360	Saddle Club Rd	E of Bonaventure Blvd	464	776	2070	0.37	C
1026	Airport Access Rd	W of US 1	463	3082	2484	1.24	F
362	SR 84	E of US 27	423	1230	4068	0.30	B
364	SR 84	E of Arvida Pkwy	423	1230	4068	0.30	B
366	SR 84	E of Indian Trace	423	2090	4068	0.51	B
368	SR 84	E of Bonaventure Blvd	423	1590	4068	0.39	B
370	SR 84	E of Weston Rd	423	2595	4068	0.64	B
372	SR 84	E of Sawgrass Xway	423	3600	4068	0.88	C
374	SR 84	E of SW 36 Ave	423	4255	4068	1.05	F
376	SR 84	E of Flamingo Rd	423	3250	4068	0.80	B
378	SR 84	E of Hiatus Rd	423	2315	4068	0.57	B
380	SR 84	E of SW 100 Ave	423	4150	4068	1.02	F

382	SR 84	E of Pine Island Rd	423	4400	4068	1.08	F
384	SR 84	E of University Dr	423	4710	4068	1.16	F
1056	SR 84	E of Davie Rd	N/A	N/A	N/A	N/A	N/A
386	SR 84	E of SR 7	422	3110	3390	0.92	C
388	SR 84	E of SW 26 Terr	622	**3110 e**	5080	0.61	B
390	SR 84	E of I-95	832	4340	6060	0.72	C
392	SR 84	E of SW 9 Ave	632	3480	4680	0.74	C
394	Spangler Blvd	E of US 1	474	451	2950	0.15	C
396	Eller Dr	E of Andrews Ave	264	**343 e**	950	0.36	C
398	Eller Dr	E of SE 14 Ave	464	1291	2070	0.62	D
970	Eller Dr	E of McIntosh Rd	464	**1291 e**	2070	0.62	D
400	I-595	E of Sawgrass Xway	621	**8245 e**	9840	0.84	D
402	I-595	E of SW 36 Ave	621	11710	9840	1.19	F
404	I-595	E of Flamingo Rd	621	3030	9840	1.32	F
406	I-595	E of Hiatus Rd	621	12290	9840	1.25	F
408	I-595	E of SW 100 Ave	621	3970	9840	1.42	F
410	I-595	E of Pine Island Rd	621	3890	9840	1.41	F
412	I-595	E of University Dr	821	14940	3420	1.11	E
414	I-595	E of Davie Rd	821	3730	3420	1.02	E
416	I-595	E of Fla Turnpike	621	**14960 e**	9840	1.52	F
418	I-595	E of SR 7	821	16190	3420	1.21	F
420	I-595	E of I-95	821	9170	3420	0.68	C
422	I-595	E of US 1	421	2880	6250	0.46	B
1064	SE 30 St	E of Andrews Ave	264	424	950	0.45	C
424	SW 17 St	E of SW 9 Ave	264	355	950	0.37	C
426	SE/SW 17 St	E of SW 4 Ave	442	1200	2750	0.44	D
428	SE 17 St	E of US 1	632	4820	4680	1.03	E
430	SE 17 St	E of Eisenhower Blvd	432	3550	3110	1.14	F
432	Peters Rd	E of Pine Island Rd	474	1848	2950	0.63	C
434	Peters Rd	E of University Dr	474	1896	2950	0.64	C
436	Davie Blvd	E of SR 7	422	2420	3390	0.71	B
438	Davie Blvd	E of SW 31 Ave	422	3070	3390	0.91	C
440	Davie Blvd	E of I-95	432	3461	3110	1.11	F
442	Davie Blvd	E of Andrews Ave	432	1560	3110	0.50	C
444	SE/SW 7 St	E of SW 4 Ave	264	507	950	0.53	D
134	SW 6 St	E of Pine Island Rd	464	**637 e**	2070	0.31	C
446	Las Olas Blvd	E of Andrews Ave	474	1500	2950	0.51	C
448	Las Olas Blvd	E of US 1	474	315	2950	0.45	C
450	Las Olas Blvd	E of SE 15 Ave	432	3280	3110	1.05	E
452	Las Olas Blvd	E of SE 21 Ave	432	1890	3110	0.61	C
454	SE/SW 2 St	E of SW 7 Ave	264	823	950	0.87	D
456	Broward Blvd	E of SW 36 Ave	264	**468 e**	950	0.49	D
458	Broward Blvd	E of Commodore Dr	264	468	950	0.49	D
460	Broward Blvd	E of Flamingo Rd	432	1838	3110	0.59	C

462	Broward Blvd	E of Hiatus Rd	432	2327	3110	0.75	C
464	Broward Blvd	E of Nob Hill Rd	632	3433	4680	0.73	C
466	Broward Blvd	E of Pine Island Rd	632	3192	4680	0.68	C
468	Broward Blvd	E of University Dr	632	4460	4680	0.95	D
470	Broward Blvd	E of SR 7	632	3930	4680	0.84	D
472	Broward Blvd	E of SW 31 Ave	632	3850	4680	0.82	D
474	Broward Blvd	E of I-95	642	6060	4240	1.43	F
476	Broward Blvd	E of SW 11 Ave	642	4630	4240	1.09	E
478	Broward Blvd	E of SW 7 Ave-CBD	652	3702	4350	0.85	D
480	Broward Blvd	E of FEC RRXing-CBD	652	3179	4350	0.73	D
482	Broward Blvd	E of US 1	474	1582	2950	0.54	C
484	Broward Blvd	E of NE 15 Ave	464	714	2070	0.34	C
1072	NW 2 St	E of NW 9 Ave	264	663	950	0.70	D
1074	NE 2 St	E of Andrews Ave	264	**663 e**	950	0.70	D
486	NE/NW 4 St	E of NW 9 Ave	264	490	950	0.51	D
488	NW 6 St	E of NW 31 Ave	474	1161	2950	0.39	C
490	NW 6 St	E of NW 27 Ave	474	2086	2950	0.71	D
492	NE 6 St	E of Andrews Ave	274	497	390	0.36	C
494	NE 6 St	E of US 1	264	461	950	0.48	D
496	NW 5 St	E of University Dr	264	1503	950	1.58	F
136	NW 8 St	E of Sawgrass Xway	264	1040	950	1.09	E
498	NW 8 St	E of NW 36 Ave	264	1035	950	1.09	E
1028	Cleary Blvd	E of Hiatus Rd	274	791	390	0.57	C
502	Cleary Blvd	E of Nob Hill Rd	474	1294	2950	0.44	C
504	Cleary Blvd	E of Pine Island Rd	474	1466	2950	0.50	C
506	Sunrise Blvd	E of Sawgrass Xway	632	2995	4680	0.64	C
508	Sunrise Blvd	E of SW 36 Ave	632	3401	4680	0.73	C
510	Sunrise Blvd	E of Flamingo Rd	622	3215	5080	0.63	B
512	Sunrise Blvd	E of Hiatus Rd	422	3308	3390	0.98	D
514	Sunrise Blvd	E of Nob Hill Rd	422	3124	3390	0.92	C
516	Sunrise Blvd	E of Pine Island Rd	622	3379	5080	0.66	B
518	Sunrise Blvd	E of University Dr	632	4210	4680	0.90	D
520	Sunrise Blvd	E of NW 65 Ave	632	5940	4680	1.27	F
522	Sunrise Blvd	E of Fla Turnpike	632	5810	4680	1.24	F
524	Sunrise Blvd	E of SR 7	632	4630	4680	0.99	D
526	Sunrise Blvd	E of NW 31 Ave	632	4670	4680	1.00	D
528	Sunrise Blvd	E of I-95	632	5200	4680	1.11	F
530	Sunrise Blvd	E of NW 9 Ave	632	4420	4680	0.94	D
532	Sunrise Blvd	E of NW 7 Ave	632	**3950 e**	4680	0.84	D
534	Sunrise Blvd	E of Andrews Ave	632	3480	4680	0.74	C
536	Sunrise Blvd	E of Searstown	632	6510	4680	1.39	F
538	Sunrise Blvd	E of US 1 (Gateway)	632	3070	4680	0.66	C
540	Sunrise Blvd	E of Bayview Dr	632	3180	4680	0.68	C
542	NW 3 St	E of NW 9 Ave	474	1545	2950	0.52	C

544	NE 3 St	E of Andrews Ave	474	1497	2950	0.51	C
546	NE 3 St	E of NE 3 Ave	474	1257	2950	0.43	C
548	NE 3 St	E of NE 15 Ave	474	1062	2950	0.36	C
138	NW 16 St	E of NW 27 Ave	264	111	950	0.12	C
1084	NW 16 St	E of Powerline Rd	264	423	950	0.44	C
1086	NE 16 St	E of Andrews Ave	264	405	950	0.43	C
552	Sunset Strip	E of Nob Hill Rd	464	1061	2070	0.51	D
554	Sunset Strip	E of Pine Island Rd	464	875	2070	0.42	C
556	Sunset Strip	E of University Dr	464	1477	2070	0.71	D
558	Sunset Strip	S of NW 64 Ave	464	1821	2070	0.88	D
560	NW 19 St	E of NW 64 Ave	464	853	2070	0.41	C
564	NW 19 St	E of NW 49 Ave	264	1046	950	1.10	E
566	NW 19 St	E of SR 7	474	1810	2950	0.61	C
568	NW 19 St	E of NW 31 Ave	474	2166	2950	0.73	D
572	NW 26 St	E of NW 47 Ave	264	722	950	0.76	D
1092	NW 26 St	E of NW 31 Ave	264	434	950	0.46	C
574	NE 26 St	E of Andrews Ave	274	689	390	0.49	C
576	NE 26 St	E of Dixie Hwy	474	1610	2950	0.55	C
578	NE 26 St	E of US 1	274	712	390	0.51	C
580	Sunrise Lks Blvd	E of NW 115 Ter	264	487	950	0.51	D
582	Sunrise Lks Blvd	E of Nob Hill Rd	464	347	2070	0.17	C
584	Sunrise Lks Blvd	E of Pine Island Rd	464	246	2070	0.12	C
586	Oakland Pk Blvd	E of Sawgrass Xway	632	365	4680	0.29	C
588	Oakland Pk Blvd	E of NW 120 Way	632	3730	4680	0.80	C
590	Oakland Pk Blvd	E of Hiatus Rd	632	343	4680	0.73	C
592	Oakland Pk Blvd	E of Nob Hill Rd	632	3417	4680	0.73	C
594	Oakland Pk Blvd	E of Pine Island Rd	632	3742	4680	0.80	C
596	Oakland Pk Blvd	E of University Dr	632	4660	4680	1.00	D
598	Oakland Pk Blvd	E of Inverrary Blvd	632	6210	4680	1.33	F
600	Oakland Pk Blvd	E of SR 7	632	4790	4680	1.02	E
602	Oakland Pk Blvd	E of SW 31 Ave	632	4950	4680	1.06	F
604	Oakland Pk Blvd	E of I-95	632	5530	4680	1.18	F
606	Oakland Pk Blvd	E of Andrews Ave	632	4100	4680	0.88	D
608	Oakland Pk Blvd	E of US 1	632	3600	4680	0.77	C
610	Oakland Pk Blvd	E of Bayview Dr	432	3340	3110	1.07	F
612	NW 38 St	E of NW 31 Ave	264	488	950	0.51	D
614	Nw 38 St	E of NW 21 Ave	264	555	950	0.58	D
616	NE/NW 38 St	E of Powerline Rd	264	743	950	0.78	D
618	NE 38 St	E of Dixie Hwy	264	**712 e**	950	0.75	D
1044	NW 44 St	E 115 Ter	264	992	950	1.04	E
1052	NW 44 St	E of Welleby Park	464	992	2070	0.48	C
620	NW 44 St	E of Hiatus Rd	474	1069	2950	0.36	C
622	NW 44 St	E of Nob Hill Rd	474	303	2950	0.44	C
624	NW 44 St	E of Pine Island Rd	474	1595	2950	0.54	C

626	NW 44 St	E of West Inverrary Blvd	374	1281	1460	0.88	D
1142	NW 44 St	E of NW 31 Ave	264	644	950	0.68	D
1140	Springtree Lake Dr	E of Nob Hill Rd	464	442	2070	0.21	C
628	Prospect Rd	E of SR 7	464	1950	2070	0.94	D
630	Prospect Rd	E of NW 31 Ave	264	1536	950	1.62	F
632	Prospect Rd	S of Commercial Blvd	432	2340	3110	0.75	C
634	Prospect Rd	E of Powerline Rd	632	2566	4680	0.55	C
636	Prospect Rd	E of Andrews Ave	632	2259	4680	0.48	C
638	Floranada Rd	E of Dixie Hwy	264	978	950	1.03	E
640	Commercial Blvd	E of Sawgrass Xway	632	2663	4680	0.57	C
642	Commercial Blvd	E of Nob Hill Rd	632	333	4680	0.71	C
644	Commercial Blvd	E of Pine Island Rd	632	4337	4680	0.93	D
646	Commercial Blvd	E of University Dr	632	5410	4680	1.16	F
648	Commercial Blvd	E of SW 81 Ave	632	4140	4680	0.88	D
650	Commercial Blvd	E of Rock Island Rd	632	6660	4680	1.42	F
652	Commercial Blvd	E of Fla Turnpike	632	4082	4680	0.87	D
654	Commercial Blvd	E of SR 7	632	4670	4680	1.00	D
656	Commercial Blvd	E of SW 31 Ave	632	4521	4680	0.97	D
658	Commercial Blvd	E of NW 21 Ave	632	5280	4680	1.3	F
660	Commercial Blvd	E of I-95	632	4870	4680	1.04	E
662	Commercial Blvd	E of Dixie Hwy	632	4500	4680	0.96	D
664	Commercial Blvd	E of US 1	632	**3440 e**	4680	0.73	C
666	Commercial Blvd	E of Bayview Dr	432	3440	3110	1.11	F
668	NE 56 St	E of Andrews Ave	264	**662 e**	950	0.70	D
670	NE 56 St	E of Dixie Hwy	264	1001	950	1.05	E
1032	NW 57 St	E of NW 96 Ave	264	186	950	0.19	C
1034	NW 57 St	E of Pine Island Rd	264	354	950	0.37	C
1036	NW 57 St	E of University Dr	264	947	950	1.00	D
672	Bailey Rd	E of SW 81 Ave	274	143	390	1.02	E
1054	Bailey Rd	E of The Common	474	143	2950	0.48	C
674	Bailey Rd	E of Sabel Palm Blvd	274	1299	390	0.93	D
1144	Lagos De Campo Blvd	E of Pine Island Rd	464	426	2070	0.21	C
676	McNab Rd	E of Hiatus Rd	274	**929 e**	390	0.67	D
678	McNab Rd	E of Hiatus Rd	464	929	2070	0.45	C
680	McNab Rd	E of Nob Hill Rd	422	2110	3221 r	0.65	B
682	McNab Rd	E of Pine Island Rd	622	2586	4826 r	0.54	B
684	McNab Rd	E of University Dr	632	3932	4680	0.84	D
686	McNab Rd	E of SW 81 Ave	632	4081	4680	0.87	D
688	McNab Rd	E of Rock Island Rd	632	4242	4680	0.91	D
690	Cypress Crk Rd/	E of SR 7	632	4696	4680	1.00	E
692	NW 62 St	E of SW 31 Ave	632	443	4680	0.94	D
694	NW 62 St	E of Powerline Rd	832	3930	6060	0.65	C
696	NE 62 St	E of Andrews Ave	832	**3930 e**	6060	0.65	C
698	NE 62 St	E of I-95	632	3240	4680	0.69	C

700	NE 62 St	E of NE 6 Ave	632	**2817 e**	4680	0.60	C
702	NE 62 St	E of Dixie Hwy	332	2394	1533	1.56	F
704	NE 62 St	E of NE 18 Ave	274	1541	390	1.11	F
706	McNab Rd	E of SW 31 Ave	422	2351	3221 r	0.73	B
708	McNab Rd	E of Powerline Rd	622	1839	4826 r	0.38	B
710	McNab Rd	E of Military Trail	622	1196	4826 r	0.25	B
712	McNab Rd /SE 15 St	E of NE 18 Ave	264	1259	950	1.32	F
716	NW 77 St	E of Nob Hill Rd	464	608	2070	0.29	C
718	NW 81 St	E of Nob Hill Rd	464	346	2070	0.17	C
720	NW 81 St	E of Pine Island Rd	464	**341 e**	2070	0.16	C
722	NW 82 St	E of NW 80 Ave	464	519	2070	0.25	C
724	Kimberly Blvd	E of SW 81 Ave	464	1196	2070	0.58	D
726	Kimberly Blvd	E of Rock Island Rd	464	908	2070	0.44	C
734	Pompano Pk Pl	E of Powerline Rd	474	1404	2950	0.48	C
736	Pompano Pk Pl	E of Andrews Ave	674	1154	4450	0.26	C
738	Pompano Pk Pl	E of Dixie Hwy	474	689	2950	0.23	C
740	Southgate Blvd	E of Sawgrass Xway	474	253	2950	0.09	C
742	Southgate Blvd	E of Coral Ridge Dr	474	1029	2950	0.35	C
744	Southgate Blvd	E of Coral Sprgs Dr	474	387	2950	0.47	C
746	Southgate Blvd	E of University Dr	474	2270	2950	0.77	D
748	Southgate Blvd	E of SW 81 Ave	474	2484	2950	0.84	D
750	Southgate Blvd	E of Rock Island Rd	474	1602	2950	0.54	C
752	Riverside Dr	S of Atlantic Blvd	222	564	1482 r	0.38	C
754	Riverside Dr	E of Coral Sprgs Dr	222	912	1482 r	0.61	C
756	Riverside Dr	E of University Dr	422	851	3221 r	0.26	B
758	Riverside Dr	N of Atlantic Blvd	422	2073	3221 r	0.64	B
760	Riverside Dr	N of Ramblewood Dr	422	2482	3221 r	0.77	B
762	Riverside Dr	N of Royal Palm Blvd	422	1987	3221 r	0.62	B
764	Riverside Dr	N of Sample Rd	432	1635	3110	0.53	C
766	Riverside Dr	N of Wiles Rd	432	1170	3110	0.38	C
768	Riverside Dr	N of Sawgrass Xway	464	730	2070	0.35	C
770	Atlantic Blvd	E of Sawgrass Xway	422	2462	3390	0.73	B
772	Atlantic Blvd	E of Coral Ridge Dr	422	2646	3390	0.78	B
774	Atlantic Blvd	E of Coral Sprgs Dr	622	3706	5080	0.73	B
776	Atlantic Blvd	E of University Dr	632	2788	4680	0.60	C
778	Atlantic Blvd	E of Riverside Dr	632	3684	4680	0.79	C
780	Atlantic Blvd	E of Rock Island Rd	632	4110	4680	0.88	D
782	Atlantic Blvd	E of SR 7	632	4140	4680	0.88	D
784	Atlantic Blvd	E of Lyons Rd	632	3483	4680	0.74	C
786	Atlantic Blvd	E of Fla Turnpike	632	4760	4680	1.02	E
788	Atlantic Blvd	E of Powerline Rd	632	4870	4680	1.04	E
790	Atlantic Blvd	E of I-95	632	4550	4680	0.97	D
792	Atlantic Blvd	E of Dixie Hwy	632	**4280 e**	4680	0.91	D
794	Atlantic Blvd	E of NE 18 Ave	432	4010	3110	1.29	F

796	Atlantic Blvd	E of US 1	442	3070	2750	1.12	E
798	Lakeview Dr	N of Atlantic Blvd	464	841	2070	0.41	C
800	Lakeview Dr	E of Coral Ridge Dr	464	762	2070	0.37	C
802	Ramblewood Dr	E of Coral Springs Dr	464	1018	2070	0.49	C
804	Ramblewood Dr	E of University Dr	464	1524	2070	0.74	D
806	Ramblewood Dr	E of Riverside Dr	264	470	950	0.49	D
1100	Margate Blvd	E of NW 80 Ave	464	407	2070	0.20	C
810	Margate Blvd	E of Rock Island Rd	464	889	2070	0.43	C
1148	NW 18 St / NW 80 Ave	E of Margate Blvd	264	280	950	0.29	C
812	Coconut Crk Pkwy	E of SR 7	432	2227	3110	0.72	C
814	Coconut Crk Pkwy	E of Lyons Rd	432	2705	3110	0.87	D
816	Hammondville Rd	E of NW 31 Ave--FTPK	432	2289	3110	0.74	C
818	Hammondville Rd	E of Powerline Rd	422	2187	3221 r	0.68	B
820	Hammondville Rd	E of I-95	422	1534	3221 r	0.48	B
824	NE 10 St	E of NW 6 Ave	264	849	950	0.89	D
1146	NE 10 St	E of US 1	264	197	950	0.21	C
826	NW 15 St	E of Powerline Rd	264	734	950	0.77	D
828	NE 14 St	E of US 1	432	1930	3110	0.62	C
830	Royal Palm Blvd	E of NW 123 Ave	474	1040	2950	0.35	C
832	Royal Palm Blvd	E of Coral Ridge Dr	422	1839	3221 r	0.57	B
834	Royal Palm Blvd	E of Coral Sprgs Dr	422	2332	3221 r	0.72	B
836	Royal Palm Blvd	E of University Dr	422	2801	3221 r	0.87	C
838	Royal Palm Blvd	E of Riverside Dr	422	2533	3221 r	0.79	B
840	Royal Palm Blvd	E of Rock Island Rd	422	2865	3221 r	0.89	C
842	Copans Rd	E of SR 7	422	2746	3221 r	0.85	C
844	Copans Rd	E of Lyons Rd	422	2945	3221 r	0.91	C
846	Copans Rd	E of Blount Rd	422	3053	3221 r	0.95	C
848	Copans Rd	E of Powerline Rd	632	3333	4680	0.71	C
850	Copans Rd	E of Military Trail	632	4750	4680	1.01	E
852	Copans Rd	E of I-95	632	5190	4680	1.11	F
854	Copans Rd	E of Dixie Hwy	632	2552	4680	0.55	C
1106	NW 29 St	E of Coral Sprgs Dr	264	585	950	0.61	D
1108	NE 33 St (pomp)	E of NE 3 Ave	264	729	950	0.77	D
856	Sample Rd	E of Sawgrass Xway	632	1944	4680	0.42	C
858	Sample Rd	E of Coral Ridge Dr	632	2908	4680	0.62	C
860	Sample Rd	E of Coral Sprgs Dr	632	3402	4680	0.73	C
862	Sample Rd	E of University Dr	632	3910	4680	0.84	D
864	Sample Rd	E of Riverside Dr	632	3524	4680	0.75	C
866	Sample Rd	E of Rock Island Rd	632	4050	4680	0.87	D
868	Sample Rd	E of SR 7	632	4870	4680	1.04	E
870	Sample Rd	E of Lyons Rd	632	4790	4680	1.02	E
872	Sample Rd	E of Fla Turnpike	632	5360	4680	1.15	F
874	Sample Rd	E of Powerline Rd	632	4120	4680	0.88	D
876	Sample Rd	E of Military Trail	632	5200	4680	1.11	F

878	Sample Rd	E of I-95	632	4260	4680	0.91	D
880	Sample Rd	E of Dixie Hwy	632	3190	4680	0.68	C
882	Sample Rd	E of US 1	474	1030	2950	0.35	C
884	NE 39 St	E of US 1	264	679	950	0.71	D
886	NW 40 St	E of University Dr	264	480	950	0.50	D
890	Wiles Rd	E of Coral Ridge Dr	422	1776	3221 r	0.55	B
892	Wiles Rd	E of Coral Sprgs Dr	422	2653	3221 r	0.82	C
894	Wiles Rd	E of University Dr	432	3899	3110	1.25	F
896	Wiles Rd	E of Riverside Dr	432	3659	3110	1.18	F
898	Wiles Rd	E of Rock Island Rd	432	3238	3110	1.04	E
900	Wiles Rd	E of SR 7	422	1830	3221 r	0.57	B
902	Wiles Rd	E of Lyons Rd	422	761	3221 r	0.24	B
904	Wiles Rd	E of Fla Turnpike	N/A	N/A	N/A	N/A	N/A
906	NW 48 St	E of Powerline Rd	422	1252	3221 r	0.39	B
908	NW 48 St	E of Military Trail	422	2254	3221 r	0.70	B
910	NE 48 St	E of I-95	422	312	3221 r	0.41	B
912	NE 48 St	E of Dixie Hwy	222	1251	1482 r	0.84	D
914	NE 48 St	E of US 1	264	275	950	0.29	C
916	NE 54/SE/SW15 St	E of Natura Blvd	264	451	950	0.47	C
1038	Westview Dr	E of Coral Ridge Dr	474	860	2950	0.29	C
918	Westview Dr	E of Coral Sprgs Dr	474	986	2950	0.33	C
920	Westview Dr	E of University Dr	474	778	2950	0.26	C
922	SW 10 St	E of Fla Turnpike	632	3830	4680	0.82	C
924	SW 10 St	E of Powerline Rd	432	3070	3110	0.99	D
926	SE 10 St	E of Military Trail	632	3970	4680	0.85	D
928	SE 10 St	E of I-95	632	2910	4680	0.62	C
930	SE 10 St	E of Dixie Hwy	432	333	3110	0.43	C
932	SE 10 St	E of US 1	264	465	950	0.49	D
1042	Holmberg Rd	E of Coral Ridge Dr	264	429	950	0.45	C
934	Holmberg Rd	E of Coral Springs Dr	464	1142	2070	0.55	D
936	Holmberg Rd	E of University Dr	264	113	950	1.17	E
938	Holmberg Rd	E of Riverside Dr	274	1491	390	1.07	F
1040	Johnson Rd	E of SR 7	274	1019	390	0.73	D
940	Hillsboro Blvd	E of Coral Sprgs Dr	N/A	N/A	N/A	N/A	N/A
942	Hillsboro Blvd	E of University Dr	N/A	N/A	N/A	N/A	N/A
944	Hillsboro Blvd	S of Loxahatchee Rd	464	551	2070	0.27	C
946	Hillsboro Blvd	E of SR 7	622	1880	5080	0.37	B
948	Hillsboro Blvd	E of Lyons Rd	622	3360	5080	0.66	B
950	Hillsboro Blvd	E of Powerline Rd	632	3600	4680	0.77	C
952	Hillsboro Blvd	E of Military Trail	632	4260	4680	0.91	D
954	Hillsboro Blvd	E of I-95	632	4870	4680	1.04	E
956	Hillsboro Blvd	E of Dixie Hwy	632	3150	4680	0.67	C
958	Hillsboro Blvd	E of US 1	432	2490	3110	0.80	D
1114	NW/NE 2 St (Deerfield Beach)	E of SW 3 Ave	264	235	950	0.25	C

960	Trailsend Rd	E of Coral Ridge Dr	464	N/A	2070	N/A	N/A
962	Trailsend Rd	E of Coral Sprgs Dr	464	N/A	2070	N/A	N/A
964	Loxahatchee Rd	S of Palm Beach C/L	264	349	950	0.37	C

e - estimated traffic volumes;
capacity - maximum LOS "D" service volume, not actual capacity;
r - maximum LOS "D" service volume reduced by 5%
5/18/2006

Appendix D -Broward County
2030 Roadway Level of Service Analysis

ID	N/S Roadway	Segment	Design Code	2030 Peak Hour Conditions Volume	Capacity		V/C	LOS
1	US 27	N of Dade C L	422	3,343	3,390		0.99	D
3	US 27	N of Miramar Pkwy	422	3,343	3,390		0.99	D
5	US 27	N of Pembroke Rd	422	2,904	3,390		0.86	C
7	US 27	N of Pines Blvd	422	3,071	3,390		0.91	C
9	US 27	N of Sheridan St	422	2,823	3,390		0.83	C
11	US 27	N of Stirling Rd	422	2,767	3,390		0.82	B
3	US 27	N of Griffin Rd	422	2,488	3,390		0.73	B
15	US 27	N of Saddle Club Rd	422	2,469	3,390		0.73	B
17	US 27	N of SR 84	422	1,753	3,390		0.52	B
1001	SW 196 Ave	N of Miramar Pkwy	474	1,245	2,950		0.42	C
1003	SW 196 Ave	N of Pembroke Rd	474	1,196	2,950		0.41	C
1005	SW 196 Ave	N of Pines Blvd	474	436	2,950		0.15	C
1025	SW 196 Ave	N of Taft St	474	436	2,950		0.15	C
1007	SW 196 Ave	N of Sheridan St	474	774	2,950		0.26	C
1009	SW 184 Ave	N of Bass Creek Rd	464	335	2,070		0.16	C
19	SW 184 Ave	N of Miramar Pkwy	422	788	3,221	r	0.24	B
21	SW 184 Ave	N of Pembroke Rd	422	1,097	3,221	r	0.34	B
23	SW 184 Ave	N of Pines Blvd	422	2,587	3,221	r	0.80	B
25	SW 184 Ave	N of Johnson St	422	2,019	3,221	r	0.63	B
27	SW 184 Ave	N of Sheridan St	464	850	2,070		0.41	C
29	SW 184 Ave	N of Stirling Rd	464	850	2,070		0.41	C
31	Bonaventure Blvd	N of Griffin Rd	422	1,435	3,221	r	0.45	B
33	Bonaventure Blvd	N of SW 36 St	422	1,553	3,221	r	0.48	B
35	Bonaventure Blvd	N of Arvida Pkwy	422	1,525	3,221	r	0.47	B
37	Bonaventure Blvd	N of Indian Trace	422	1,530	3,221	r	0.47	B
39	Bonaventure Blvd	N of Saddle Club Rd	422	1,269	3,221	r	0.39	B
1127	SW 178 Ave	N of Miramar Pkwy	464	1,710	2,070		0.83	D
1129	SW 178 Ave	N of Pembroke Rd	464	1,286	2,070		0.62	D
131	SW 178 Ave/NW 17 St	N of Pines Blvd	464	906	2,070		0.44	C
41	SW 172 Ave	N of SW 50 Pl	474	830	2,950		0.28	C
43	SW 172 Ave	N of Miramar Pkwy	474	2,483	2,950		0.84	D
45	SW 172 Ave	N of Pembroke Rd	474	1,766	2,950		0.60	C
47	SW 172 Ave	N of Pines Blvd	474	1,517	2,950		0.51	C
49	SW 172 Ave	N of Sheridan St	274	372	1,390		0.27	C
51	SW 172 Ave	N of Stirling Rd	274	311	1,390		0.22	C

53	SW 160 Ave	N of Dade C L	474	2,014	2,950		0.68	C
55	SW 160 Ave	N of Miramar Pkwy	422	2,042	3,221	r	0.63	B
57	SW 160 Ave	N of Pembroke Rd	422	1,447	3,221	r	0.45	B
59	SW 160 Ave	N of Pines Blvd	422	2,404	3,221	r	0.75	B
61	SW 160 Ave	N of Sheridan St	264	1,458	950		1.53	F
63	SW 160 Ave	N of Stirling Rd	264	1,181	950		1.24	E
65	Weston Rd	N of Griffin Rd	432	3,514	3,110		1.3	F
67	Weston Rd	N of SW 36 St	432	2,276	3,110		0.73	C
69	Weston Rd	N of Arvida Pkwy	432	2,322	3,110		0.75	C
71	Weston Rd	N of Indian Trace	432	2,041	3,110		0.66	C
73	Weston Rd	N of Saddle Club Rd	432	2,320	3,110		0.75	C
75	I-75	N of Dade C L	1021	31,282	16,980		1.84	F
77	I-75	N of Miramar Pkwy	1021	21,961	16,980		1.29	F
79	I-75	N of Pines Blvd	1021	20,234	16,980		1.19	F
81	I-75	N of Sheridan St	1021	19,373	16,980		1.14	F
83	I-75	N of Griffin Rd	1021	16,258	16,980		0.96	D
85	I-75	N of Arvida Pkwy	1021	15,926	16,980		0.94	D
87	I-75	W of Sawgrass Xway	621	7,453	9,840		0.76	C
89	I-75	W of Weston Rd	621	7,453	9,840		0.76	C
91	I-75	W of Bonaventure Blvd	621	7,453	9,840		0.76	C
93	I-75	W of Indian Trace	621	5,300	9,840		0.54	C
95	I-75	W of Arvida Pkwy	621	4,910	9,840		0.50	B
1029	I-75	W of US 27	421	3,893	6,250		0.62	C
97	Sawgrass Xway	N of SR 84	621	10,755	9,840		1.09	E
99	Sawgrass Xway	N of Sunrise Blvd	621	6,120	9,840		0.62	C
101	Sawgrass Xway	N of Oakland Pk Blvd	621	9,772	9,840		0.99	D
103	Sawgrass Xway	N of Commercial Blvd	621	9,392	9,840		0.95	D
105	Sawgrass Xway	N of Atlantic Blvd	621	7,351	9,840		0.75	C
107	Sawgrass Xway	N of Sample Rd	621	5,505	9,840		0.56	C
109	Sawgrass Xway	E of Coral Ridge Dr	621	5,097	9,840		0.52	B
111	Sawgrass Xway	E of University Dr	621	8,594	9,840		0.87	D
13	Sawgrass Xway	E of SR 7	621	8,890	9,840		0.90	D
115	Sawgrass Xway	E of Lyons Rd	621	8,473	9,840		0.86	D
119	SW 148 Ave	N of Bass Creek Rd	464	1,93	2,070		0.92	D
121	SW 148 Ave	N of Sheridan St	264	1,057	950		1.11	E
123	SW 148 Ave	N of Stirling Rd	264	947	950		1.00	D
1061	SW 148 Ave	N of SW 14 St	264	759	950		0.80	D
127	SW 145 Ave	N of Miramar Pkwy	464	N/A	2,070		N/A	N/A
31	NW 142 Ave	N of Pines Blvd	474	486	2,950		0.16	C
39	NW 36 Ave	N of Pines Blvd	464	1,586	2,070		0.77	D
143	SW 36 Ave	N of Stirling Rd	264	207	950		0.22	C
1171	SW 36 Ave	N of E Palomino Dr	264	173	950		0.18	C
1031	SW 36 Ave	N of SW 14 St	264	861	950		0.91	D
149	SW 36 Ave	N of Wester High Dr	464	2,432	2,070		1.18	F

151	SW 36 Ave	N of SR 84	632	4,807	4,680		1.03	E
153	NW 36 Ave	N of NW 3 St	632	4,844	4,680		1.03	E
155	NW 36 Ave	N of Cleary Blvd	632	4,051	4,680		0.87	D
157	NW 36 Ave	N of Sunrise Blvd	632	3,232	4,680		0.69	C
139	SW 30 Ave	N of SW 36 Ct	264	787	950		0.83	D
1141	SW 30 Ave	N of SW 14 St	264	749	950		0.79	D
1033	Flamingo Rd	N of Dade C L	474	3,510	2,950		1.19	F
161	Flamingo Rd	N of HEFT	474	4,116	2,950		1.40	F
163	Flamingo Rd	N of Miramar Pkwy	474	3,338	2,950		1.3	F
165	Flamingo Rd	N of Red Rd	622	7,930	5,080		1.56	F
167	Flamingo Rd	N of Pembroke Rd	622	6,987	5,080		1.38	F
169	Flamingo Rd	N of Pines Blvd	632	5,970	4,680		1.28	F
171	Flamingo Rd	N of Sheridan St	622	5,524	5,080		1.09	F
173	Flamingo Rd	N of Stirling Rd	622	5,431	5,080		1.07	F
175	Flamingo Rd	N of Griffin Rd	622	4,574	5,080		0.90	C
177	Flamingo Rd	N of SW 26 St	622	3,785	5,080		0.75	B
179	Flamingo Rd	N of SW 14 St	622	4,016	5,080		0.79	B
181	Flamingo Rd	N of SR 84	622	5,797	5,080		1.14	F
183	Flamingo Rd	N of Broward Blvd	622	5,444	5,080		1.07	F
185	Flamingo Rd	N of Cleary Blvd	622	5,092	5,080		1.00	F
187	Flamingo Rd	N of Sunrise Blvd	622	5,280	5,080		1.04	F
189	Red Rd	N of Dade C L	622	6,030	5,080		1.19	F
191	Red Rd	N of HEFT	622	9,833	5,080		1.94	F
193	Red Rd	N of Miramar Pkwy	622	6,123	5,080		1.21	F
195	NW 120 Way	N of Oakland Pk Blvd	264	1,455	950		1.53	F
1149	NW 115 Ter	N of NW 29 Mnr	264	1,082	950		1.14	E
1063	NW 115 Ter	N of Oakland Pk Blvd	264	1,022	950		1.08	E
199	Hiatus Rd	N of Red Rd	422	3,447	3,221	r	1.07	F
201	Hiatus Rd	N of Pembroke Rd	422	4,762	3,221	r	1.48	F
203	Hiatus Rd	N of Pines Blvd	432	3,186	3,110		1.02	E
205	Hiatus Rd	N of Sheridan St	422	1,744	3,390		0.51	B
209	Hiatus Rd	N of Orange Dr	264	677	950		0.71	D
211	Hiatus Rd	N of SW 26 St	274	1,386	1,390		1.00	D
23	Hiatus Rd	N of SW 14 St	274	2,755	1,390		1.98	F
215	Hiatus Rd	N of SR 84	622	4,421	4,826	r	0.92	C
217	Hiatus Rd	N of Broward Blvd	422	3,017	3,221	r	0.94	C
219	Hiatus Rd	N of Cleary Blvd	422	2,490	3,221	r	0.77	B
221	Hiatus Rd	N of Sunrise Blvd	422	3,036	3,221	r	0.94	C
223	Hiatus Rd	N of Oakland Pk Blvd	422	3,026	3,221	r	0.94	C
225	Hiatus Rd	N of NW 44 St	422	2,960	3,221	r	0.92	C
227	Hiatus Rd	N of Commercial	422	1,853	3,221	r	0.58	B
229	Palm Ave	N of Dade C L	222	3,122	1,482	r	2.11	F
231	Palm Ave	N of Miramar Pkwy	422	4,237	3,221	r	1.32	F
233	Palm Ave	N of Pembroke Rd	422	4,721	3,221	r	1.47	F

235	Palm Ave	N of Pines Blvd	432	4,347	3,110		1.40	F
237	Palm Ave	N of Sheridan St	422	4,423	3,221	r	1.37	F
239	SW 100 Ave	N of Stirling Rd	422	3,721	3,221	r	1.16	F
241	Nob Hill Rd	N of Griffin Rd	422	3,695	3,221	r	1.15	F
243	Nob Hill Rd	N of SR 84	432	3,538	3,110		1.14	F
245	Nob Hill Rd	N of Broward Blvd	432	2,993	3,110		0.96	D
247	Nob Hill Rd	N of Cleary Blvd	432	3,428	3,110		1.10	F
249	Nob Hill Rd	N of Sunrise Blvd	432	3,022	3,110		0.97	D
251	Nob Hill Rd	N of Oakland Pk Blvd	422	3,697	3,221	r	1.15	F
253	Nob Hill Rd	N of NW 44 St	422	3,777	3,221	r	1.17	F
255	Nob Hill Rd	N of Commercial Blvd	422	3,295	3,221	r	1.02	F
257	Nob Hill Rd	N of McNab Rd	432	2,869	3,110		0.92	D
259	Coral Ridge Dr	N of Riverside Dr	432	2,611	3,110		0.84	D
261	Coral Ridge Dr	N of Atlantic Blvd	432	3,534	3,110		1.14	F
263	Coral Ridge Dr	N of Royal Palm Blvd	422	3,388	3,221	r	1.05	F
265	Coral Ridge Dr	N of Sample Rd	622	4,818	4,826	r	1.00	D
267	Coral Ridge Dr	N of Wiles Rd	622	3,183	4,826	r	0.66	B
269	Coral Ridge Dr	N of Sawgrass Xway	474	4,416	2,950		1.50	F
1039	Nob Hill Rd	N of Heron Bay Blvd	474	3,551	2,950		1.20	F
1121	Nob Hill Rd	N of Trails End	474	2,174	2,950		0.74	D
1123	Nob Hill Rd	N OF Pine Island Rd	474	2,666	2,950		0.90	D
1151	NW 94 Ave	N of Oakland Park Blvd	464	727	2,070		0.35	C
271	NW 94 Ave	N of Commercial Blvd	264	300	950		0.32	C
1065	NW 110 Ave	N of Sample Rd	264	499	950		0.53	D
273	SW 90 Ave	N of Stirling Rd	264	1,040	950		1.09	E
275	Douglas Rd	N of Dade C L	432	3,897	3,110		1.25	F
277	Douglas Rd	N of Miramar Pkwy	432	4,263	3,110		1.37	F
279	Douglas Rd	N of Miramar Blvd	432	4,216	3,110		1.36	F
281	Douglas Rd	N of Pembroke Rd	432	4,388	3,110		1.41	F
283	Douglas Rd	N of Washington St	432	4,269	3,110		1.37	F
285	Douglas Rd	N of Pines Blvd	432	3,062	3,110		0.98	D
287	Douglas Rd	N of Taft St	432	3,287	3,110		1.06	F
289	Pine Island Rd	N of Sheridan St	422	4,563	3,221	r	1.42	F
291	Pine Island Rd	N of Stirling Rd	422	3,741	3,221	r	1.16	F
293	Pine Island Rd	N of Griffin Rd	422	3,497	3,221	r	1.09	F
295	Pine Island Rd	N of Nova Dr	622	4,048	4,826	r	0.84	C
297	Pine Island Rd	N of SR 84	632	5,926	4,680		1.27	F
299	Pine Island Rd	N of Peters Rd	632	5,470	4,680		1.17	F
301	Pine Island Rd	N of Broward Blvd	632	5,990	4,680		1.28	F
303	Pine Island Rd	N of Cleary Blvd	632	4,547	4,680		0.97	D
305	Pine Island Rd	N of Sunrise Blvd	632	5,453	4,680		1.17	F
307	Pine Island Rd	N of Sunrise Lks Blvd	632	5,817	4,680		1.24	F
309	Pine Island Rd	N of Oakland Pk Blvd	622	5,186	4,826	r	1.07	F
311	Pine Island Rd	N of NW 44 St	622	4,830	4,826	r	1.00	F

33	Pine Island Rd	N of Commercial Blvd	422	3,637	3,221	r	1.3	F
315	Pine Island Rd	N of McNab Rd	432	2,902	3,110		0.93	D
317	Coral Sprgs Dr	N of Southgate Blvd	432	2,765	3,110		0.89	D
319	Coral Sprgs Dr	N of Atlantic Blvd	432	3,192	3,110		1.03	E
321	Coral Sprgs Dr	N of Royal Palm Blvd	422	2,514	3,221	r	0.78	B
323	Coral Sprgs Dr	N of Sample Rd	422	2,468	3,221	r	0.77	B
325	Coral Sprgs Dr	N of Wiles Rd	422	2,619	3,221	r	0.81	B
327	Pine Island Rd	N of Sawgrass Xway	464	3,047	2,070		1.47	F
329	Pine Island Rd	N of Holmberg Rd	464	1,701	2,070		0.82	D
1047	Pine Island Rd	N of Trails End	464	891	2,070		0.43	C
1143	SW 82 Av/78 Av/10 St	N of University Dr	464	203	2,070		0.10	C
1145	NW 82 Ave	N of Broward Blvd	464	1,015	2,070		0.49	C
331	NW 80 Ave	N of McNab Rd	464	641	2,070		0.31	C
1157	NW 99 Ave	N of Royal Palm Blvd	264	536	950		0.56	D
1159	Coral Hills Dr	N of NW 29 St	264	682	950		0.72	D
333	University Dr	N of Dade C L	632	6,660	4,680		1.42	F
335	University Dr	N of Miramar Pkwy	632	5,693	4,680		1.22	F
337	University Dr	N of Pembroke Rd	632	6,447	4,680		1.38	F
339	University Dr	N of Hollywood Blvd	632	6,524	4,680		1.39	F
341	University Dr	N of Sheridan St	622	6,457	5,080		1.27	F
343	University Dr	N of Stirling Rd	622	6,082	5,080		1.20	F
345	University Dr	N of Griffin Rd	632	6,100	4,680		1.30	F
347	University Dr	N of Nova Dr	632	5,728	4,680		1.22	F
349	University Dr	N of SR 84	632	7,707	4,680		1.65	F
351	University Dr	N of Peters Rd	632	6,591	4,680		1.41	F
353	University Dr	N of Broward Blvd	632	5,508	4,680		1.18	F
355	University Dr	N of Cleary Blvd	632	4,910	4,680		1.05	E
357	University Dr	N of Sunrise Blvd	632	6,187	4,680		1.32	F
359	University Dr	N of Oakland Pk Blvd	632	4,826	4,680		1.03	E
361	University Dr	N of NW 44 St	632	6,107	4,680		1.30	F
363	University Dr	N of Commercial Blvd	632	5,552	4,680		1.19	F
365	University Dr	N of McNab Rd	632	5,033	4,680		1.08	F
367	University Dr	N of Southgate Blvd	632	5,072	4,680		1.08	F
369	University Dr	N of Atlantic Blvd	632	5,554	4,680		1.19	F
371	University Dr	N of Shadowwood Dr	632	4,283	4,680		0.92	D
373	University Dr	N of Royal Palm Blvd	632	5,689	4,680		1.22	F
375	University Dr	N of Sample Rd	632	4,890	4,680		1.04	E
377	University Dr	N of NW 40 St	632	4,918	4,680		1.05	E
379	University Dr	N of Wiles Rd	632	5,402	4,680		1.15	F
381	University Dr	N of Sawgrass Xway	632	5,778	4,680		1.23	F
383	University Dr	N of Holmberg Rd	632	5,232	4,680		1.12	F
1069	NW 70 Ave	N of McNab Rd	464	540	2,070		0.26	C
389	W Inverrary Blvd	N of Oakland Pk Blvd	264	1,380	950		1.45	F
1071	NW 64 Ave	N of NW 19 St	464	823	2,070		0.40	C

391	NW 56 Ave	N of Sunrise Blvd	274	1,995	1,390		1.43	F
393	Inverrary Blvd	N of Oakland Pk Blvd	474	2,53	2,950		0.85	D
395	Inverrary Blvd	N of NW 44 St	474	500	2,950		0.17	C
397	Inverrary Blvd	W of University Dr	264	1,146	950		1.21	E
399	NW 64 Ave	N of Commercial Blvd	464	1,800	2,070		0.87	D
401	SW 81 Ave	N of McNab Rd	464	2,087	2,070		1.01	E
1073	Holiday Springs Blvd	N of Royal Palm Blvd	464	750	2,070		0.36	C
1075	Woodside Dr	N of Sample Rd	264	773	950		0.81	D
403	College Ave	N of NW 39 St	364	2,038	998		2.04	F
405	NW 55 Ave	N of Sunrise Blvd	264	1,082	950		1.14	E
407	Rock Island Rd	N of Oakland Pk Blvd	422	2,683	3,221	r	0.83	C
409	Rock Island Rd	N of NW 44 St	422	3,225	3,221	r	1.00	F
411	Rock Island Rd	N of Commercial Blvd	622	3,892	4,826	r	0.81	B
43	Rock Island Rd	N of McNab Rd	632	5,048	4,680		1.08	F
415	Rock Island Rd	N of Southgate Blvd	632	6,129	4,680		1.31	F
417	Rock Island Rd	N of Atlantic Blvd	632	4,961	4,680		1.06	F
419	Rock Island Rd	N of Royal Palm Blvd	422	2,648	3,221	r	0.82	C
421	Rock Island Rd	N of Sample Rd	422	1,776	3,221	r	0.55	B
425	SW 72 Ave	N of Pembroke Rd	264	1,714	950		1.80	F
427	SW 72 Ave	N of Hollywood Blvd	264	1,181	950		1.24	E
429	SW 72 Ave	N of Sheridan St	264	983	950		1.03	E
431	Davie Rd	E of University Dr	322	2,43	1,556	r	1.55	F
433	Davie Rd	N of Stirling Rd	422	2,988	3,221	r	0.93	C
435	Davie Rd	N of Griffin Rd	432	4,545	3,110		1.46	F
437	Davie Rd	N of Nova Dr	632	5,686	4,680		1.21	F
441	SW 68 Ave	N of County Line Rd	264	1,168	950		1.23	E
135	N 68 Ave	N of Sheridan St	264	1,016	950		1.07	E
137	N 66 Ave	N of Sheridan St	264	882	950		0.93	D
443	N 64 Ave	N of Hndle Bch Blvd	264	148	950		0.16	C
445	N 64 Ave	N of Hollywood Blvd	274	1,185	1,390		0.85	D
447	N 64 Ave	N of Sheridan St	274	1,152	1,390		0.83	D
449	SW 62 Ave	N of County Line Rd	264	1,312	950		1.38	F
451	SW 62 Ave	N of Pembroke Rd	264	1,669	950		1.76	F
1081	NW 66 Ave	N of Atlantic Blvd	264	699	950		0.74	D
453	Florida's TPK(HEFT)	N of Dade C L	421	10,710	6,250		1.71	F
455	Florida's TPK(HEFT)	E of Red Rd	421	8,844	6,250		1.42	F
457	Florida's TPK(HEFT)	E of University Dr	421	7,676	6,250		1.23	F
459	Florida's Turnpike	N of Dade C L	811	22,271	3,600		1.64	F
461	Florida's Turnpike	N of Hollywood Blvd	811	18,443	3,600		1.36	F
463	Florida's Turnpike	N of Sheridan St	811	18,443	3,600		1.36	F
1169	Florida's Turnpike	N of Stirling Rd	811	21,30	3,600		1.55	F
465	Florida's Turnpike	N of Griffin Rd	811	19,386	3,600		1.43	F
467	Florida's Turnpike	N of SR 84	811	18,158	3,600		1.34	F
469	Florida's Turnpike	N of Sunrise Blvd	811	15,705	3,600		1.15	F

471	Florida's Turnpike	N of Commercial Blvd	811	15,614	3,600		1.15	F
473	Florida's Turnpike	N of Atlantic Blvd	811	3,775	3,600		1.01	E
475	Florida's Turnpike	N of Coconut Crk Pkwy	811	15,483	3,600		1.14	F
477	Florida's Turnpike	N of Sample Rd	811	15,169	3,600		1.12	F
479	Florida's Turnpike	N of Sawgrass Xway	811	19,43	3,600		1.43	F
481	NW 49 Ave	N of NW 19 St	464	1,846	2,070		0.89	D
1055	NW 49 Ave	N of NW 26 St	264	1,397	950		1.47	F
483	NW 47 Ave	N of Sunrise Blvd	264	1,562	950		1.64	F
1161	Turtle Creek Dr/62 Ave	N of NW 31 St	464	2,208	2,070		1.07	E
1163	Cullum Rd/54 Ave	N of NW 31 St	464	2,029	2,070		0.98	D
485	SR 7	N of Dade C L	622	6,569	5,080		1.29	F
487	SR 7	N of Hndle Bch Blvd	622	7,101	5,080		1.40	F
489	SR 7	N of Pembroke Rd	622	7,210	5,080		1.42	F
491	SR 7	N of Hollywood Blvd	622	6,969	5,080		1.37	F
493	SR 7	N of Sheridan St	632	7,326	4,680		1.57	F
495	SR 7	N of Stirling Rd	632	7,061	4,680		1.51	F
497	SR 7	N of Griffin Rd	632	5,569	4,680		1.19	F
499	SR 7	N of Orange Dr	632	7,353	4,680		1.57	F
501	SR 7	N of SR 84	632	7,266	4,680		1.55	F
503	SR 7	N of Riverland Rd	632	6,266	4,680		1.34	F
505	SR 7	N of Davie Blvd	632	5,010	4,680		1.07	F
507	SR 7	N of Broward Blvd	632	6,172	4,680		1.32	F
509	SR 7	N of Sunrise Blvd	632	5,036	4,680		1.08	F
511	SR 7	N of NW 19 St	632	5,144	4,680		1.10	F
53	SR 7	N of Oakland Pk Blvd	632	5,887	4,680		1.26	F
515	SR 7	N of Commercial Blvd	632	5,855	4,680		1.25	F
517	SR 7	N of Bailey Rd	632	5,703	4,680		1.22	F
519	SR 7	N of NW 62 St	632	6,412	4,680		1.37	F
521	SR 7	N of Kimberly Blvd	632	6,277	4,680		1.34	F
523	SR 7	N of Southgate Blvd	632	6,965	4,680		1.49	F
525	SR 7	N of Atlantic Blvd	632	6,194	4,680		1.32	F
527	SR 7	N of Margate Blvd	632	6,428	4,680		1.37	F
529	SR 7	N of Royal Palm Blvd	632	6,067	4,680		1.30	F
531	SR 7	N of Sample Rd	632	5,222	4,680		1.12	F
533	SR 7	N of Wiles Rd	632	6,422	4,680		1.37	F
535	SR 7	N of Sawgrass Xway	632	6,837	4,680		1.46	F
537	SR 7	N of Holmberg Rd	632	6,826	4,680		1.46	F
539	SR 7	N of Hillsboro Blvd	632	5,667	4,680		1.21	F
541	Banks Rd	N of Atlantic Blvd	474	2,282	2,950		0.77	D
543	Banks Rd	N of Copans Rd	474	1,701	2,950		0.58	C
103	Banks Rd	N of Sample Rd	464	152	2,070		0.07	C
1165	Banks Rd	N of NW 40 St	464	2,847	2,070		1.38	F
545	SW 56 Ave	N of Dade C L	274	918	1,390		0.66	D
547	SW 56 Ave	N of Hndle Bch Blvd	274	937	1,390		0.67	D

549	S 56 Ave	N of Pembroke Rd	274	1,365	1,390		0.98	D
551	N 56 Ave	N of Hollywood Blvd	274	1,188	1,390		0.85	D
553	N 56 Ave	N of Sheridan St	274	1,281	1,390		0.92	D
555	SW 40 Ave	N of Stirling Rd	274	1,148	1,390		0.83	D
1125	SW 52 Ave	N of County Line Rd	264	775	950		0.82	D
557	SW 48 Ave	N of County Line Rd	264	1,212	950		1.28	F
561	S 46 Ave	N of Washington St	264	726	950		0.76	D
563	N 46 Ave	N of Hollywood Blvd	464	1,252	2,070		0.60	D
565	N 46 Ave	N of Sheridan St	464	1,802	2,070		0.87	D
567	SW 40 Ave	N of Dade C L	264	934	950		0.98	D
569	SW 40 Ave	N of Hndle Bch Blvd	264	727	950		0.77	D
571	S 35 Ave	N of Washington St	264	1,106	950		1.16	E
573	N Park Rd	N of Pembroke Rd	474	3,014	2,950		1.02	E
575	N Park Rd	N of Hollywood Blvd	474	2,507	2,950		0.85	D
577	N Park Rd	N of W Park Rd	474	3,000	2,950		1.02	E
579	N Park Rd	N of Sheridan St	274	1,536	1,390		1.11	F
133	S Park Rd	N of Hallandale Bch Blvd	264	589	950		0.62	D
581	SW 31 Ave	N of Riverland Rd	274	873	1,390		0.63	D
583	SW 31 Ave	N of Davie Blvd	274	1,524	1,390		1.10	F
585	NW 31 Ave	N of Broward Blvd	622	3,845	4,826	r	0.80	B
587	NW 31 Ave	N of NW 6 St	622	4,141	4,826	r	0.86	C
589	NW 31 Ave	N of Sunrise Blvd	622	4,828	4,826	r	1.00	F
591	NW 31 Ave	N of NW 19 St	622	5,511	4,826	r	1.14	F
593	NW 31 Ave	N of Oakland Pk Blvd	632	5,580	4,680		1.19	F
595	NW 31 Ave	N of Commercial Blvd	632	5,260	4,680		1.12	F
597	NW 31 Ave	N of Prospect Rd	632	6,361	4,680		1.36	F
599	Lyons Rd	N of Cypress Crk Rd	622	6,068	4,826	r	1.26	F
601	Lyons Rd	N of McNab Rd	622	5,674	4,826	r	1.18	F
1041	Lyons Rd	N of Atlantic Blvd	632	5,102	4,680		1.09	F
603	Lyons Rd	N of NW 6 Mr	632	4,860	4,680		1.04	E
605	Lyons Rd	N of Coconut Crk Pkwy	632	4,014	4,680		0.86	D
607	Lyons Rd	N of Copans Rd	632	5,352	4,680		1.14	F
609	Lyons Rd	N of Sample Rd	622	6,075	4,826	r	1.26	F
611	Lyons Rd	N of Wiles Rd	622	6,543	4,826	r	1.36	F
63	Lyons Rd	N of Sawgrass Xway	622	6,765	4,826	r	1.40	F
615	Lyons Rd	N of Hillsboro Blvd	622	6,405	4,826	r	1.33	F
617	Riverland Rd	E of SR 7	274	1,63	1,390		1.16	F
619	SW 27 Ave	N of Davie Blvd	474	2,936	2,950		1.00	D
1087	NW 27 Ave	N of Sunrise Blvd	264	1,417	950		1.49	F
621	SW 30 Ave	N of Griffin Rd	464	2,146	2,070		1.04	E
1043	SW 30 Ave	N of SW 42 St	464	1,862	2,070		0.90	D
623	SW 26 Terr	N of SW 32 St	264	859	950		0.90	D
625	Ravenswood Rd	N of Stirling Rd	474	2,524	2,950		0.86	D
627	Ravenswood Rd	N of Griffin Rd	474	1,374	2,950		0.47	C

1053	Ravenswood Rd	N of NW 36 ST	264	330	950		0.35	C
629	N 29 Ave	N of Sheridan St	464	1,657	2,070		0.80	D
631	NW 23 Ave	N of Sunrise Blvd	474	1,752	2,950		0.59	C
633	NW 21 Ave	N of NW 19 St	474	2,524	2,950		0.86	D
635	NW 21 Ave	N of Oakland Pk Blvd	474	2,196	2,950		0.74	D
1089	NW 21 Ave	N of Commercial Blvd	264	477	950		0.50	D
637	NW 21/Oaks Dr	N of Cypress Crk Rd	264	1,255	950		1.32	F
639	NW 31 Ave_FTPK	N of Atlantic Blvd	474	2,055	2,950		0.70	D
641	Blount Rd	N of Coconut Crk Pkwy	474	1,937	2,950		0.66	C
643	Blount Rd	N of Copans Rd	474	2,182	2,950		0.74	D
647	NW 15 Ave	N of Sunrise Blvd	264	1,117	950		1.18	E
1153	NW 12 Ave	N of Commercial Blvd	464	551	2,070		0.27	C
1091	NW 27 Ave	N of Atlantic Blvd	264	847	950		0.89	D
1095	Bryan Rd	N of Stirling Rd	264	946	950		1.00	D
651	SW 9 Ave	N of SR 84	264	981	950		1.03	E
653	NW 9 Ave	N of Sample Rd	274	868	1,390		0.62	D
655	NW 9 Ave	N of NW 6 St	274	935	1,390		0.67	D
657	Powerline Rd	N of Sunrise Blvd	632	5,278	4,680		1.3	F
659	Powerline Rd	N of NW 19 St	632	5,263	4,680		1.12	F
661	Powerline Rd	N of Oakland Pk Blvd	622	6,33	5,080		1.24	F
663	Powerline Rd	N of Prospect Rd	622	5,241	5,080		1.03	F
665	Powerline Rd	N of Commercial Blvd	622	7,13	5,080		1.40	F
667	Powerline Rd	N of Cypress Crk Rd	632	6,287	4,680		1.34	F
669	Powerline Rd	N of Atlantic Blvd	622	5,223	5,080		1.03	F
671	Powerline Rd	N of Copans Rd	622	6,118	5,080		1.20	F
673	Powerline Rd	N of Sample Rd	622	4,805	5,080		0.95	C
675	Powerline Rd	N of Green Rd	622	6,358	5,080		1.25	F
677	Powerline Rd	N of SW 10 St	632	6,977	4,680		1.49	F
679	Powerline Rd	N of Hillsboro Blvd	632	6,226	4,680		1.33	F
1059	7/9 Ave Connector	N of NW 6 St	432	4,016	3,110		1.29	F
685	I-95	N of Dade C L	1021	33,067	16,980		1.95	F
687	I-95	N of Hndle Bch Blvd	1021	32,120	16,980		1.89	F
689	I-95	N of Pembroke Rd	1021	32,122	16,980		1.89	F
691	I-95	N of Hollywood Blvd	1021	32,326	16,980		1.90	F
693	I-95	N of Sheridan St	1021	33,336	16,980		1.96	F
695	I-95	N of Stirling Rd	1021	33,601	16,980		1.98	F
697	I-95	N of Griffin Rd	1021	30,202	16,980		1.78	F
699	I-95	N of I-595	1021	34,023	16,980		2.00	F
701	I-95	N of SR 84	1021	34,990	16,980		2.06	F
703	I-95	N of Davie Blvd	1021	33,319	16,980		1.96	F
705	I-95	N of Broward Blvd	1021	31,684	16,980		1.87	F
707	I-95	N of Sunrise Blvd	1021	29,655	16,980		1.75	F
709	I-95	N of Oakland Pk Blvd	1021	27,877	16,980		1.64	F
711	I-95	N of Commercial Blvd	1021	26,543	16,980		1.56	F

73	I-95	N of Cypress Crk Rd	1021	25,887	16,980		1.52	F
715	I-95	N of Atlantic Blvd	1021	25,644	16,980		1.51	F
717	I-95	N of Copans Rd	1021	26,444	16,980		1.56	F
719	I-95	N of Sample Rd	1021	27,268	16,980		1.61	F
721	I-95	N of SW 10 St	1021	29,023	16,980		1.71	F
723	I-95	N of Hillsboro Blvd	1021	31,977	16,980		1.88	F
725	SW 4 Ave	N of I-595	474	1,392	2,950		0.47	C
727	SW 4 Ave	N of SR 84	422	3,094	3,221	r	0.96	C
729	SW 4 Ave	N of Davie Blvd	452	2,849	2,880		0.99	D
731	SW 4 Ave	N of SW 7 St-CBD	452	3,705	2,880		1.29	F
733	NW 7 Ave	N of Las Olas Blv-CBD	452	3,743	2,880		1.30	F
735	NW 7 Ave	N of Broward Blvd-CBD	432	3,892	3,110		1.25	F
737	NW 7 Ave	N of NW 6 St	432	554	3,110		0.18	C
739	NW 7 Ave	N of Sunrise Blvd	264	882	950		0.93	D
741	S 28 Ave	N of Pembroke Rd	264	1,33	950		1.19	E
743	S 28 Ave	N of Hollywood Blvd	264	1,067	950		1.12	E
745	SW 8 Ave	N of Dade C L	264	1,664	950		1.75	F
747	NW 8 Ave	N of Hndle Bch Blvd	264	1,257	950		1.32	F
749	S 26 Ave	N of Pembroke Rd	264	705	950		0.74	D
751	N 26 Ave	N of Hollywood Blvd	264	889	950		0.94	D
1097	SW 2 Ave	N of I-595	264	701	950		0.74	D
753	Andrews Ave	N of Eller Dr	464	1,918	2,070		0.93	D
755	Andrews Ave	N of SR 84	422	2,847	3,221	r	0.88	C
757	Andrews Ave	N of SE 17 St	422	3,560	3,221	r	1.11	F
759	Andrews Ave	N of Davie Blvd	453	3,082	3,414		0.90	D
761	Andrews Ave	N of SW 7 St-CBD	453	2,478	3,414		0.73	D
763	Andrews Ave	N of Broward Blvd-CBD	433	3,216	3,732		0.86	D
765	Andrews Ave	N of NE 6 St	433	2,240	3,732		0.60	C
767	Andrews Ave	N of Sunrise Blvd	432	2,960	3,110		0.95	D
769	Andrews Ave	N of Oakland Pk Blvd	432	2,914	3,110		0.94	D
771	Andrews Ave	N of Prospect Rd	432	2,817	3,110		0.91	D
773	Andrews Ave	N of Commercial Blvd	432	2,930	3,110		0.94	D
775	Andrews Ave	N of Cypress Crk Rd	622	3,310	4,826	r	0.69	B
777	Andrews Ave	N of McNab Rd	422	2,392	3,221	r	0.74	B
779	Andrews Ave	N of Pompano Pk Pl	422	3,732	3,221	r	1.16	F
781	Andrews Ave	N of Atlantic Blvd	422	3,167	3,221	r	0.98	D
1015	Andrews Ave	N of NW 15 St	422	2,417	3,221	r	0.75	B
783	Military Trail	N of Copans Rd	422	3,017	3,221	r	0.94	C
785	Military Trail	N of Sample Rd	422	2,842	3,221	r	0.88	C
787	Military Trail	N of Green Rd	422	4,348	3,221	r	1.35	F
789	Military Trail	N of SW 15 St	422	4,404	3,221	r	1.37	F
791	Military Trail	N of SW 10 St	422	4,587	3,221	r	1.42	F
793	Military Trail	N of Hillsboro Blvd	422	4,760	3,221	r	1.48	F
1099	N Dixie Hwy	N of NE 3 St	264	817	950		0.86	D

1147	N Dixie Hwy	N of NE 16 St	264	884	950		0.93	D
795	NE 6 Ave	N of Dixie Hwy	264	915	950		0.96	D
797	NE 6 Ave	N of Prospect Rd	264	660	950		0.69	D
799	NE 6 Ave	N of Commercial Blvd	464	747	2,070		0.36	C
801	NE 6 Ave	N of NE 56 St	264	811	950		0.85	D
1101	NW 6 Ave	N of Atlantic Blvd	264	740	950		0.78	D
803	NE 3 Ave	N of Copans Rd	464	1,83	2,070		0.88	D
805	NE 3 Ave	N of Sample Rd	464	1,889	2,070		0.91	D
807	NE 3 Ave	N of NE 48 St	464	1,279	2,070		0.62	D
1057	NE 3 Ave	N of NE 54 St / SW 15 St	464	1,015	2,070		0.49	C
809	Natura Blvd	N of SE 10 St	464	1,284	2,070		0.62	D
811	Dixie Hwy/ 21 Ave	N of Dade C L	463	2,356	2,484		0.95	D
83	Dixie Hwy/ 21 Ave	N of Hndle Bch Blvd	463	1,592	2,484		0.64	D
815	Dixie Hwy/ 21 Ave	N of Pembroke Rd	463	1,768	2,484		0.71	D
817	Dixie Hwy/ 21 Ave	N of Hollywood Blvd	463	1,383	2,484		0.56	D
819	Dixie Hwy/ 21 Ave	N of Sheridan St	464	1,463	2,070		0.71	D
1049	Dixie Hwy/ 21 Ave	N of Phippen Rd	264	619	950		0.65	D
821	SE 3 Ave	N of SE 17 St	432	1,399	3,110		0.45	C
823	SE 3 Ave	N of Davie Blvd	453	2,905	3,414		0.85	D
825	SE 3 Ave	N of SE 7 St-CBD	453	3,37	3,414		0.92	D
827	NE 3 Ave	N of Broward Blvd-CBD	453	2,020	3,414		0.59	D
829	NE 3 Ave	N of NE 6 St	453	1,335	3,414		0.39	C
831	NE 4 Ave/Wilton Dr	N of Sunrise Blvd	432	2,283	3,110		0.73	C
833	Dixie Hwy	N of Oakland Pk Blvd	432	2,017	3,110		0.65	C
835	Dixie Hwy	N of NE 38 St	432	2,837	3,110		0.91	D
837	Dixie Hwy	N of Commercial Blvd	432	2,673	3,110		0.86	D
839	Dixie Hwy	N of McNab Rd	633	3,263	5,616		0.58	C
841	Dixie Hwy	N of Pompano Park Pl	432	2,242	3,110		0.72	C
843	Dixie Hwy	N of Atlantic Blvd	432	2,516	3,110		0.81	D
845	Dixie Hwy	N of NW 15 St	432	1,936	3,110		0.62	C
847	Dixie Hwy	N of Copans Rd	432	2,146	3,110		0.69	C
849	Dixie Hwy	N of Sample Rd	432	2,264	3,110		0.73	C
851	Dixie Hwy	N of NE 48 St	432	2,265	3,110		0.73	C
853	Dixie Hwy	N of SW 10 St	432	2,883	3,110		0.93	D
855	Dixie Hwy	N of Hillsboro Blvd	432	3,931	3,110		1.26	F
857	NE 15 Ave	N of Las Olas Blvd	264	1,535	950		1.62	F
859	NE 15 Ave	N of Broward Blvd	264	1,277	950		1.34	F
861	NE 15 Ave	N of NE 6 St	264	1,289	950		1.36	F
863	NE 15 Ave	N of Sunrise Blvd	464	1,345	2,070		0.65	D
865	NE 15 Ave	N of NE 3 St	464	1,040	2,070		0.50	C
1045	NE 15 Ave	N of NE 18 St	264	1,202	950		1.27	F
1105	NE 16 Ave	N of Oakland Pk Blvd	264	601	950		0.63	D
867	Cypress Rd /18 Av	N of Floranada Rd	264	1,861	950		1.96	F
869	Cypress Rd /18 Av	N of Commercial Blvd	474	2,780	2,950		0.94	D

871	Cypress Rd /18 Av	N of NE 62 St	474	3,33	2,950		1.06	F
873	NE 5 Ave / 1 St / 2 Ave	N of Atlantic Blvd	264	600	950		0.63	D
875	NE 11 Ave	N of Atlantic Blvd	264	114	950		0.12	C
1107	SW 3 Ave (Deerfield Bch)	N of SW 10 St	464	887	2,070		0.43	C
1167	SE 2 Ave (Deerfield Bch)	N of SE 10 St	264	678	950		0.71	D
877	US 1	N of Dade C L	632	6,598	4,680		1.41	F
879	US 1	N of Hndle Bch Blvd	432	4,318	3,110		1.39	F
881	US 1	N of Pembroke Rd	432	3,364	3,110		1.08	F
883	US 1	N of Hollywood Blvd	432	3,627	3,110		1.17	F
885	US 1	N of Sheridan St	432	3,946	3,110		1.27	F
887	US 1	N of Stirling Rd	432	4,662	3,110		1.50	F
889	US 1	N of Griffin Rd	622	5,516	5,080		1.09	F
891	US 1	N of I-595	622	7,604	5,080		1.50	F
893	US 1	N of SR 84	632	6,804	4,680		1.45	F
895	US 1	N of Davie Blvd	632	5,471	4,680		1.17	F
897	US 1	N of SE 7 St-CBD	632	5,059	4,680		1.08	F
899	US 1	N of Broward Blvd-CBD	652	5,462	4,350		1.26	F
901	US 1	N of NE 6 St	652	4,847	4,350		1.11	F
903	US 1	E of Searstown (see 536)	632	5,757	4,680		1.23	F
905	US 1	N of Gateway	632	4,987	4,680		1.07	F
907	US 1	N of Oakland Pk Blvd	632	5,608	4,680		1.20	F
909	US 1	N of Commercial Blvd	632	4,599	4,680		0.98	D
911	US 1	N of NE 62 St	632	4,969	4,680		1.06	F
93	US 1	N of McNab Rd	632	4,883	4,680		1.04	E
915	US 1	N of Atlantic Blvd	632	4,977	4,680		1.06	F
917	US 1	N of NE 10 St	632	5,691	4,680		1.22	F
919	US 1	N of Copans Rd	632	4,865	4,680		1.04	E
921	US 1	N of Sample Rd	632	5,970	4,680		1.28	F
923	US 1	N of SW 10 St	632	6,540	4,680		1.40	F
925	US 1	N of Hillsboro Blvd	632	5,843	4,680		1.25	F
927	Miami Rd	N of Eller Dr	264	646	950		0.68	D
929	Miami Rd	N of SR 84	264	1,307	950		1.38	F
1111	Miami Rd	N of SE 17 St	264	668	950		0.70	D
933	Victoria Pk Rd	N of Broward Blvd	264	1,058	950		1.11	E
935	NE 20 Ave/7 St	E of Victoria Pk Rd	264	1,175	950		1.24	E
937	NE/S 14 Ave	N of Hndle Bch Blvd	264	1,207	950		1.27	F
939	N 14 Ave	N of Hollywood Blvd	264	619	950		0.65	D
113	SE 5 Ave	N of Sheridan St	264	1,304	950		1.37	F
941	Diplomat Pkwy	N of Hndle Bch Blvd	264	442	950		0.47	C
947	Eisenhower Blvd	N of Eller Dr	464	1,667	2,070		0.81	D
999	Eisenhower Blvd	N of Spangler Rd	464	1,310	2,070		0.63	D
949	Bayview Dr	N of Sunrise Blvd	264	1,467	950		1.54	F
951	Bayview Dr	N of Oakland Pk Blvd	264	1,078	950		1.3	E
953	Bayview Dr	N of Commercial Blvd	264	1,150	950		1.21	E

955	NE 26 Ave / NE 10 St	N of Atlantic Blvd	264	560	950		0.59	D
957	NE 23 Ave	N of Copans Rd	264	573	950		0.60	D
959	NE 22/23 Ave	N of Sample Rd	264	318	950		0.33	C
961	SE 12 Ave	N of NE 49 St	264	839	950		0.88	D
965	SR A1A	N of Dade C L	632	4,553	4,680		0.97	D
967	SR A1A	N of Hndle Bch Blvd	632	4,451	4,680		0.95	D
969	SR A1A	N of Hollywood Blvd	422	3,522	3,390		1.04	F
971	SR A1A	N of Sheridan St	274	1,768	1,390		1.27	F
973	SR A1A	N of SE 17 St	432	3,228	3,110		1.04	E
975	SR A1A	N of Seabreeze Blvd	433	3,183	3,732		0.85	D
977	SR A1A	N of Las Olas Blvd	433	3,445	3,732		0.92	D
979	SR A1A	N of Bayshore Dr	432	3,565	3,110		1.15	F
981	SR A1A	N of Sunrise Blvd	422	3,33	3,390		0.92	C
983	SR A1A	N of Oakland Pk Blvd	442	3,161	2,750		1.15	F
985	SR A1A	N of Flamingo Ave	242	2,235	1,200		1.86	F
987	SR A1A	N of Commercial Blvd	242	2,318	1,200		1.93	F
989	SR A1A	N of Pine Ave	222	2,223	1,560		1.42	F
991	SR A1A	N of Atlantic Blvd	222	1,978	1,560		1.27	F
993	SR A1A	N of NE 14 St	274	1,896	1,390		1.36	F
995	SR A1A	N of Hillsboro Inlet	274	1,767	1,390		1.27	F
997	SR A1A	N of Hillsboro Blvd	274	2,195	1,390		1.58	F
1155	El Mar Dr	N of Palm Ave	264	188	950		0.20	C
1118	Honey Hill Rd	E of SW 148 Ave	474	1,350	2,950		0.46	C
1120	Honey Hill Rd	E of Flamingo Rd	264	1,350	950		1.42	F
2	Bass Crk Rd	E of SW 184 Ave	474	335	2,950		0.11	C
1152	Bass Crk Rd	E of SW 172 Ave	474	1,385	2,950		0.47	C
4	Bass Crk Rd	E of Dykes Rd	474	1,685	2,950		0.57	C
6	County Line Rd	E of University Dr	422	3,617	3,221	r	1.12	F
8	County Line Rd	E of FTPK	422	3,796	3,221	r	1.18	F
10	County Line Rd	E of SR 7	264	1,729	950		1.82	F
1046	County Line Rd	E of SW 48 Ave	464	545	2,070		0.26	C
12	County Line Rd	E of SW 40 Ave	264	545	950		0.57	D
1124	SW 11 St	E of I-95	264	592	950		0.62	D
14	Miramar Pkwy	E of SW 196 Ave	474	2,199	2,950		0.75	D
18	Miramar Pkwy	E of SW 184 Ave	432	1,918	3,110		0.62	C
20	Miramar Pkwy	E of SW 172 Ave	632	3,954	4,680		0.84	D
22	Miramar Pkwy	E of SW 160 Ave	632	6,980	4,680		1.49	F
24	Miramar Pkwy	E of I-75	622	7,102	5,080		1.40	F
26	Miramar Pkwy	E of SW 148 Ave	622	6,694	5,080		1.32	F
28	Miramar Pkwy	E of SW 36 Ave	622	6,653	5,080		1.31	F
30	Miramar Pkwy	E of Flamingo Rd	622	7,605	5,080		1.50	F
32	Miramar Pkwy	E of Red Rd	622	7,523	5,080		1.48	F
34	Miramar Pkwy	E of Palm Ave	622	6,848	5,080		1.35	F
36	Miramar Pkwy	E of Douglas Rd	622	6,430	5,080		1.27	F

38	Miramar Pkwy	E of University Dr	632	4,825	4,680		1.03	E
40	Hndle Bch Blvd	E of SR 7	632	6,195	4,680		1.32	F
42	Hndle Bch Blvd	E of I-95	632	6,654	4,680		1.42	F
44	Hndle Bch Blvd	E of US 1	642	4,834	4,240		1.14	F
46	Hndle Bch Blvd	E of Diplomat Pkwy	642	3,585	4,240		0.85	D
1000	Monarch Lakes Blvd	N of Miramar Pkwy	464	611	2,070		0.30	C
1002	Miramar Blvd	E of Flamingo Rd	264	808	950		0.85	D
1004	Miramar Blvd	E of Red Rd	264	849	950		0.89	D
1006	Miramar Blvd	E of Hiatus Rd	464	1,912	2,070		0.92	D
50	Miramar Blvd	E of Palm Ave	464	1,712	2,070		0.83	D
52	Miramar Blvd	E of Douglas Rd	264	1,339	950		1.41	F
56	Pembroke Rd	E of US 27	422	776	3,390		0.23	B
58	Pembroke Rd	E of SW 196 Ave	422	710	3,390		0.21	B
60	Pembroke Rd	E of SW 184 Ave	422	1,831	3,221	r	0.57	B
966	Pembroke Rd	E of SW 172 Ave	422	2,375	3,221	r	0.74	B
968	Pembroke Rd	E of SW 160 Ave	422	4,712	3,221	r	1.46	F
62	Pembroke Rd	E of SW 36 Ave	422	4,273	3,221	r	1.33	F
64	Pembroke Rd	E of Flamingo Rd	422	2,054	3,390		0.61	B
66	Pembroke Rd	E of Hiatus Rd	422	2,683	3,390		0.79	B
68	Pembroke Rd	E of Palm Ave	422	2,737	3,390		0.81	B
70	Pembroke Rd	E of Douglas Rd	622	4,816	5,080		0.95	C
72	Pembroke Rd	E of University Dr	632	5,679	4,680		1.21	F
74	Pembroke Rd	E of SW 68 Ave	632	5,236	4,680		1.12	F
1050	Pembroke Rd	E of SW 62 Ave	632	5,491	4,680		1.17	F
76	Pembroke Rd	E of SR 7	632	6,469	4,680		1.38	F
78	Pembroke Rd	E of I-95	432	4,539	3,110		1.46	F
80	NE 9 St	E of US 1	264	358	950		0.38	C
1048	NE 9 St	E of Atlantic Shores Blvd	264	226	950		0.24	C
1060	Moffett St	E of US 1	264	929	950		0.98	D
82	Washington St	E of S 64 Ave	264	74	950		0.08	C
84	Washington St	E of SR 7	464	1,084	2,070		0.52	D
86	Washington St	E of S 56 Ave	264	1,052	950		1.11	E
88	Washington St	E of S 28 Ave	264	657	950		0.69	D
1116	Washington St	E of US 1	264	433	950		0.46	C
90	Pines Blvd	E of US 27	422	2,535	3,390		0.75	B
92	Pines Blvd	E of SW 196 Ave	622	2,537	5,080		0.50	B
94	Pines Blvd	E of SW 184 Ave	632	3,597	4,680		0.77	C
96	Pines Blvd	E of SW 172 Ave	632	2,890	4,680		0.62	C
98	Pines Blvd	E of SW 160 Ave	632	5,475	4,680		1.17	F
100	Pines Blvd	E of I-75	832	10,085	6,060		1.66	F
102	Pines Blvd	E of SW 36 Ave	832	8,811	6,060		1.45	F
104	Pines Blvd	E of Flamingo Rd	832	8,075	6,060		1.33	F
106	Pines Blvd	E of Hiatus Rd	832	7,751	6,060		1.28	F
108	Pines Blvd	E of Palm Ave	832	7,874	6,060		1.30	F

110	Pines Blvd	E of Douglas Rd	832	6,955	6,060		1.15	F
112	Hollywood Blvd	E of University Dr	632	5,425	4,680		1.16	F
114	Hollywood Blvd	E of SW 72 Ave	632	4,869	4,680		1.04	E
116	Hollywood Blvd	E of Fla Turnpike	632	6,386	4,680		1.36	F
118	Hollywood Blvd	E of SR 7	632	4,438	4,680		0.95	D
120	Hollywood Blvd	E of Park Rd	632	6,167	4,680		1.32	F
122	Hollywood Blvd	E of I-95	642	5,441	4,240		1.28	F
1150	Hollywood Blvd	E of Dixie Hwy	264	1,816	950		1.91	F
124	Tyler/Harrison St	E of Dixie Hwy	642	3,632	4,240		0.86	D
126	Hollywood Blvd	E of US 1	422	2,338	3,390		0.69	B
1126	Johnson St	E of US 27	264	529	950		0.56	D
128	Johnson St	E of Flamingo Rd	474	1,659	2,950		0.56	C
30	Johnson St	E of NW 103 Ave	474	1,659	2,950		0.56	C
32	Johnson St	E of Palm Ave	274	1,318	1,390		0.95	D
34	Johnson St	E of University Dr	274	1,268	1,390		0.91	D
36	Johnson St	E of N 64 Ave	274	1,589	1,390		1.14	F
38	Johnson St	E of SR 7	274	1,511	1,390		1.09	F
140	Johnson St	E of Park Rd	274	1,981	1,390		1.42	F
142	Johnson St	E of I-95	264	1,737	950		1.83	F
144	Johnson St	E of Dixie Hwy	264	1,203	950		1.27	F
146	Johnson St	E of US 1	264	780	950		0.82	D
1128	Taft St / NW 186th Ave	E of NW 196 Ave	264	871	950		0.92	D
1010	Taft St	E of NW 142 Ave	474	1,39	2,950		0.39	C
148	Taft St	E of Flamingo Rd	474	867	2,950		0.29	C
150	Taft St	E of Palm Ave	474	1,939	2,950		0.66	C
152	Taft St	E of University Dr	474	2,797	2,950		0.95	D
154	Taft St	E of N 64 Ave	474	3,049	2,950		1.03	E
156	Taft St	E of SR 7	264	1,320	950		1.39	F
158	Taft St	E of Park Rd	264	1,895	950		1.99	F
160	Taft St	E of I-95	264	1,788	950		1.88	F
162	Taft St	E of Dixie Hwy	264	1,231	950		1.30	F
164	Taft St	E of US 1	264	812	950		0.86	D
130	W Park Rd	E of N 56 Ave	464	603	2,070		0.29	C
166	Sheridan St	E of US 27	422	753	3,221	r	0.23	B
168	Sheridan St	E of SW 196 Ave	422	2,296	3,221	r	0.71	B
170	Sheridan St	E of SW 172 Ave	632	3,825	4,680		0.82	C
172	Sheridan St	E of SW 160 Ave	632	5,360	4,680		1.15	F
174	Sheridan St	E of I-75	632	5,851	4,680		1.25	F
176	Sheridan St	E of SW 148 Ave	622	5,378	5,080		1.06	F
178	Sheridan St	E of SW 36 Ave	622	5,154	5,080		1.01	F
180	Sheridan St	E of Flamingo Rd	622	4,371	5,080		0.86	C
182	Sheridan St	E of Hiatus Rd	622	5,455	5,080		1.07	F
184	Sheridan St	E of Palm Ave	622	6,114	5,080		1.20	F
186	Sheridan St	E of Douglas Rd	622	4,952	5,080		0.97	D

188	Sheridan St	E of University Dr	632	4,607	4,680		0.98	D
190	Sheridan St	E of SW 72 Ave	632	4,116	4,680		0.88	D
192	Sheridan St	E of SW 64 Ave	632	4,305	4,680		0.92	D
194	Sheridan St	E of SR 7	632	5,043	4,680		1.08	F
196	Sheridan St	E of SW 46 Ave	632	4,712	4,680		1.01	E
198	Sheridan St	E of Park Rd	632	5,509	4,680		1.18	F
200	Sheridan St	E of I-95	632	6,755	4,680		1.44	F
202	Sheridan St	E of SW 8/26 Ave	632	5,30	4,680		1.10	F
204	Sheridan St	E of Dixie Hwy	632	3,506	4,680		0.75	C
206	Sheridan St	E of US 1	422	2,846	3,390		0.84	C
1012	Stirling Rd	E of US 27	264	57	950		0.06	C
208	Stirling Rd	E of SW 160 Ave	464	903	2,070		0.44	C
210	Stirling Rd	E of I-75	464	900	2,070		0.43	C
212	Stirling Rd	E of SW 148 Ave	264	766	950		0.81	D
214	Stirling Rd	E of SW 36 Ave	264	735	950		0.77	D
216	Stirling Rd	E of Flamingo Rd	422	1,968	3,221	r	0.61	B
218	Stirling Rd	E of Hiatus Rd	422	2,940	3,221	r	0.91	C
220	Stirling Rd	E of Palm Ave	422	3,380	3,221	r	1.05	F
222	Stirling Rd	E of Douglas Rd	422	4,411	3,221	r	1.37	F
224	Stirling Rd	E of University Dr	622	5,072	5,080		1.00	D
226	Stirling Rd	E of Davie Rd	622	6,723	5,080		1.32	F
228	Stirling Rd	E of N 64 Ave	622	7,172	5,080		1.41	F
230	Stirling Rd	E of SR 7	632	5,365	4,680		1.15	F
232	Stirling Rd	E of Park Rd	632	4,871	4,680		1.04	E
234	Stirling Rd	E of I-95	632	4,341	4,680		0.93	D
236	Dania Bch Blvd	E of US 1	422	2,757	3,390		0.81	B
238	Dania Bch Blvd	E of NE 2 Ave	622	2,196	5,080		0.43	B
240	Dania Bch Blvd	E of Gulfstream Rd	422	1,756	3,390		0.52	B
248	Old Griffin Rd	S of Griffin Rd	264	710	950		0.75	D
250	Griffin Rd	E of US 27	422	953	3,221	r	0.30	B
252	Griffin Rd	E of SW 184 Ave	422	1,497	3,221	r	0.46	B
254	Griffin Rd	E of SW 172 Ave	422	1,977	3,221	r	0.61	B
256	Griffin Rd	E of SW 160 Ave	422	4,214	3,221	r	1.31	F
258	Griffin Rd	E of I-75	622	3,986	4,826	r	0.83	B
260	Griffin Rd	E of SW 148 Ave	622	3,691	4,826	r	0.76	B
262	Griffin Rd	E of SW 36 Ave	622	3,877	4,826	r	0.80	B
264	Griffin Rd	E of Flamingo Rd	622	3,880	5,080		0.76	B
266	Griffin Rd	E of 118 Ave	622	4,299	5,080		0.85	C
268	Griffin Rd	E of Hiatus Rd	622	4,299	5,080		0.85	C
270	Griffin Rd	E of SW 100 Ave	622	4,160	5,080		0.82	B
272	Griffin Rd	E of SW 90 Ave	622	4,676	5,080		0.92	C
274	Griffin Rd	E of Pine Island Rd	622	5,966	5,080		1.17	F
276	Griffin Rd	E of University Dr	632	3,83	4,680		0.81	C
278	Griffin Rd	E of 76 Ave	632	4,100	4,680		0.88	D

280	Griffin Rd	E of Davie Rd	632	5,091	4,680		1.09	F
282	Griffin Rd	E of Fla Turnpike	632	4,646	4,680		0.99	D
284	Griffin Rd	E of SR 7	632	4,995	4,680		1.07	F
286	Griffin Rd	E of I-95	632	4,889	4,680		1.04	E
1014	SW 42 St	E of SW 30 Ave	264	750	950		0.79	D
1016	SW 42 St	E of Ravenswood Rd	264	1,300	950		1.37	F
308	Perimeter Rd	S of Lee Wagener Blvd	264	866	950		0.91	D
310	Perimeter Rd	N of Lee Wagener Blvd	264	697	950		0.73	D
312	SW 39 St	E of University Dr	264	1,341	950		1.41	F
1018	SW 36 St	E of US 27	264	844	950		0.89	D
314	South Post Rd	S of Saddle Club Rd	274	1,187	1,390		0.85	D
316	South Post Rd	E of Bonaventure Blvd	274	1,384	1,390		1.00	D
318	SW 36 St	E of Weston Rd	274	1,084	1,390		0.78	D
132	SW 36 Ct	E of SW 30 Ave	264	850	950		0.89	D
322	SW 32 St	E of SW 26 Terr	264	63	950		0.07	C
324	Arvida Pkwy	S of SR 84	422	1,407	3,221	r	0.44	B
326	Arvida Pkwy	S of Saddle Club Rd	422	2,535	3,221	r	0.79	B
328	Arvida Pkwy	E of Bonaventure Blvd	422	4,063	3,221	r	1.26	F
330	Arvida Pkwy	E of Weston Rd	622	6,243	4,826	r	1.29	F
1020	SW 26 St	E of US 27	264	55	950		0.06	C
334	SW 26 St	E of Flamingo Rd	264	571	950		0.60	D
1022	SW 30 St	E of Pine Island Rd	264	778	950		0.82	D
1024	SW 30 St	E of University Dr	264	1,421	950		1.50	F
336	Nova Dr	E of Pine Island Rd	264	1,062	950		1.12	E
338	Nova Dr	E of University Dr	264	2,461	950		2.59	F
340	Indian Trace	S of SR 84	432	2,676	3,110		0.86	D
342	Indian Trace	S of Saddle Club Rd	432	1,425	3,110		0.46	C
344	Indian Trace	E of Bonaventure Blvd	432	1,118	3,110		0.36	C
346	Indian Trace	E of Weston Rd	274	1,089	1,390		0.78	D
348	SW 14 St	E of I-75	264	1,015	950		1.07	E
350	SW 14 St	E of SW 36 Ave	264	557	950		0.59	D
354	Saddle Club Rd	E of South Post Rd	474	951	2,950		0.32	C
356	Saddle Club Rd	E of Arvida Pkwy	474	738	2,950		0.25	C
358	Saddle Club Rd	E of Indian Trace	464	863	2,070		0.42	C
360	Saddle Club Rd	E of Bonaventure Blvd	464	737	2,070		0.36	C
1026	Airport Access Rd	W of US 1	463	6,462	2,484		2.60	F
362	SR 84	E of US 27	423	727	4,068		0.18	B
364	SR 84	E of Arvida Pkwy	423	567	4,068		0.14	B
366	SR 84	E of Indian Trace	423	744	4,068		0.18	B
368	SR 84	E of Bonaventure Blvd	423	2,093	4,068		0.51	B
370	SR 84	E of Weston Rd	423	4,230	4,068		1.04	F
372	SR 84	E of Sawgrass Xway	423	3,852	4,068		0.95	C
374	SR 84	E of SW 36 Ave	423	2,35	4,068		0.52	B
376	SR 84	E of Flamingo Rd	423	2,150	4,068		0.53	B

378	SR 84	E of Hiatus Rd	423	2,33	4,068		0.57	B
380	SR 84	E of SW 100 Ave	423	2,504	4,068		0.62	B
382	SR 84	E of Pine Island Rd	423	1,242	4,068		0.31	B
384	SR 84	E of University Dr	423	3,731	4,068		0.92	C
1056	SR 84	E of Davie Rd	423	N/A	4,068		N/A	N/A
386	SR 84	E of SR 7	422	4,756	3,390		1.40	F
388	SR 84	E of SW 26 Terr	622	5,683	5,080		1.12	F
390	SR 84	E of I-95	832	6,115	6,060		1.01	E
392	SR 84	E of SW 9 Ave	632	5,128	4,680		1.10	F
394	Spangler Blvd	E of US 1	474	1,153	2,950		0.39	C
396	Eller Dr	E of Andrews Ave	264	225	950		0.24	C
398	Eller Dr	E of SE 14 Ave	464	2,624	2,070		1.27	F
970	Eller Dr	E of McIntosh Rd	464	2,265	2,070		1.09	E
400	I-595	E of Sawgrass Xway	621	11,376	9,840		1.16	F
402	I-595	E of SW 36 Ave	1021	15,550	16,980		0.92	D
404	I-595	E of Flamingo Rd	1021	17,468	16,980		1.03	E
406	I-595	E of Hiatus Rd	1021	19,417	16,980		1.14	F
408	I-595	E of SW 100 Ave	1021	20,953	16,980		1.23	F
410	I-595	E of Pine Island Rd	1021	21,799	16,980		1.28	F
412	I-595	E of University Dr	1021	20,721	16,980		1.22	F
414	I-595	E of Davie Rd	1021	25,914	16,980		1.53	F
416	I-595	E of Fla Turnpike	1021	21,898	16,980		1.29	F
418	I-595	E of SR 7	1021	24,430	16,980		1.44	F
420	I-595	E of I-95	821	14,017	3,420		1.04	E
422	I-595	E of US 1	421	2,457	6,250		0.39	B
1064	SE 30 St	E of Andrews Ave	264	2,697	950		2.84	F
424	SW 17 St	E of SW 9 Ave	264	934	950		0.98	D
426	SE/SW 17 St	E of SW 4 Ave	442	2,237	2,750		0.81	D
428	SE 17 St	E of US 1	632	5,655	4,680		1.21	F
430	SE 17 St	E of Eisenhower Blvd	432	4,627	3,110		1.49	F
432	Peters Rd	E of Pine Island Rd	474	2,608	2,950		0.88	D
434	Peters Rd	E of University Dr	474	2,754	2,950		0.93	D
436	Davie Blvd	E of SR 7	422	3,789	3,390		1.12	F
438	Davie Blvd	E of SW 31 Ave	422	3,902	3,390		1.15	F
440	Davie Blvd	E of I-95	432	4,050	3,110		1.30	F
442	Davie Blvd	E of Andrews Ave	432	1,951	3,110		0.63	C
444	SE/SW 7 St	E of SW 4 Ave	264	1,243	950		1.31	F
134	SW 6 St	E of Pine Island Rd	464	476	2,070		0.23	C
446	Las Olas Blvd	E of Andrews Ave	474	2,344	2,950		0.79	D
448	Las Olas Blvd	E of US 1	474	1,864	2,950		0.63	C
450	Las Olas Blvd	E of SE 15 Ave	432	1,839	3,110		0.59	C
452	Las Olas Blvd	E of SE 21 Ave	432	971	3,110		0.31	C
454	SE/SW 2 St	E of SW 7 Ave	264	1,082	950		1.14	E
456	Broward Blvd	E of SW 36 Ave	264	469	950		0.49	D

458	Broward Blvd	E of Commodore Dr	264	536	950		0.56	D
460	Broward Blvd	E of Flamingo Rd	432	2,449	3,110		0.79	C
462	Broward Blvd	E of Hiatus Rd	432	3,557	3,110		1.14	F
464	Broward Blvd	E of Nob Hill Rd	632	5,067	4,680		1.08	F
466	Broward Blvd	E of Pine Island Rd	632	4,226	4,680		0.90	D
468	Broward Blvd	E of University Dr	632	5,023	4,680		1.07	F
470	Broward Blvd	E of SR 7	632	4,241	4,680		0.91	D
472	Broward Blvd	E of SW 31 Ave	632	5,421	4,680		1.16	F
474	Broward Blvd	E of I-95	642	5,930	4,240		1.40	F
476	Broward Blvd	E of SW 11 Ave	642	5,326	4,240		1.26	F
478	Broward Blvd	E of SW 7 Ave-CBD	652	5,077	4,350		1.17	F
480	Broward Blvd	E of FEC RRXing-CBD	652	5,601	4,350		1.29	F
482	Broward Blvd	E of US 1	474	2,649	2,950		0.90	D
484	Broward Blvd	E of NE 15 Ave	464	906	2,070		0.44	C
1072	NW 2 St	E of NW 9 Ave	264	720	950		0.76	D
1074	NE 2 St	E of Andrews Ave	264	887	950		0.93	D
486	NE/NW 4 St	E of NW 9 Ave	264	606	950		0.64	D
488	NW 6 St	E of NW 31 Ave	474	468	2,950		0.16	C
490	NW 6 St	E of NW 27 Ave	474	2,516	2,950		0.85	D
492	NE 6 St	E of Andrews Ave	274	1,302	1,390		0.94	D
494	NE 6 St	E of US 1	264	932	950		0.98	D
496	NW 5 St	E of University Dr	264	1,894	950		1.99	F
136	NW 8 St	E of Sawgrass Xway	264	912	950		0.96	D
498	NW 8 St	E of NW 36 Ave	264	832	950		0.88	D
1028	Cleary Blvd	E of Hiatus Rd	274	598	1,390		0.43	C
502	Cleary Blvd	E of Nob Hill Rd	474	1,057	2,950		0.36	C
504	Cleary Blvd	E of Pine Island Rd	474	1,719	2,950		0.58	C
506	Sunrise Blvd	E of Sawgrass Xway	632	4,940	4,680		1.06	F
508	Sunrise Blvd	E of SW 36 Ave	632	4,500	4,680		0.96	D
510	Sunrise Blvd	E of Flamingo Rd	622	5,428	5,080		1.07	F
512	Sunrise Blvd	E of Hiatus Rd	622	4,457	5,080		0.88	C
514	Sunrise Blvd	E of Nob Hill Rd	622	4,241	5,080		0.83	B
516	Sunrise Blvd	E of Pine Island Rd	622	3,589	5,080		0.71	B
518	Sunrise Blvd	E of University Dr	632	5,723	4,680		1.22	F
520	Sunrise Blvd	E of NW 65 Ave	632	6,867	4,680		1.47	F
522	Sunrise Blvd	E of Fla Turnpike	632	6,663	4,680		1.42	F
524	Sunrise Blvd	E of SR 7	632	6,273	4,680		1.34	F
526	Sunrise Blvd	E of NW 31 Ave	632	6,509	4,680		1.39	F
528	Sunrise Blvd	E of I-95	632	5,834	4,680		1.25	F
530	Sunrise Blvd	E of NW 9 Ave	632	5,38	4,680		1.10	F
532	Sunrise Blvd	E of NW 7 Ave	632	5,029	4,680		1.07	F
534	Sunrise Blvd	E of Andrews Ave	632	5,103	4,680		1.09	F
536	Sunrise Blvd	E of Searstown	632	5,757	4,680		1.23	F
538	Sunrise Blvd	E of US 1 (Gateway)	632	4,438	4,680		0.95	D

540	Sunrise Blvd	E of Bayview Dr	632	3,079	4,680		0.66	C
542	NW 3 St	E of NW 9 Ave	474	1,783	2,950		0.60	C
544	NE 3 St	E of Andrews Ave	474	1,643	2,950		0.56	C
546	NE 3 St	E of NE 3 Ave	474	1,865	2,950		0.63	C
548	NE 3 St	E of NE 15 Ave	474	1,820	2,950		0.62	C
138	NW 16 St	E of NW 27 Ave	264	238	950		0.25	C
1084	NW 16 St	E of Powerline Rd	264	570	950		0.60	D
1086	NE 16 St	E of Andrews Ave	264	693	950		0.73	D
552	Sunset Strip	E of Nob Hill Rd	464	1,511	2,070		0.73	D
554	Sunset Strip	E of Pine Island Rd	464	1,582	2,070		0.76	D
556	Sunset Strip	E of University Dr	464	1,878	2,070		0.91	D
558	Sunset Strip	S of NW 64 Ave	464	1,687	2,070		0.81	D
560	NW 19 St	E of NW 64 Ave	464	1,112	2,070		0.54	D
564	NW 19 St	E of NW 49 Ave	264	1,537	950		1.62	F
566	NW 19 St	E of SR 7	474	2,343	2,950		0.79	D
568	NW 19 St	E of NW 31 Ave	474	2,765	2,950		0.94	D
572	NW 26 St	E of NW 47 Ave	264	823	950		0.87	D
1092	NW 26 St	E of NW 31 Ave	264	466	950		0.49	D
574	NE 26 St	E of Andrews Ave	274	292	1,390		0.21	C
576	NE 26 St	E of Dixie Hwy	474	562	2,950		0.19	C
578	NE 26 St	E of US 1	274	1,390	1,390		1.00	D
580	Sunrise Lks Blvd	E of NW 115 Ter	264	462	950		0.49	D
582	Sunrise Lks Blvd	E of Nob Hill Rd	464	660	2,070		0.32	C
584	Sunrise Lks Blvd	E of Pine Island Rd	464	421	2,070		0.20	C
586	Oakland Pk Blvd	E of Sawgrass Xway	632	3,34	4,680		0.67	C
588	Oakland Pk Blvd	E of NW 120 Way	632	4,155	4,680		0.89	D
590	Oakland Pk Blvd	E of Hiatus Rd	632	2,53	4,680		0.54	C
592	Oakland Pk Blvd	E of Nob Hill Rd	632	4,592	4,680		0.98	D
594	Oakland Pk Blvd	E of Pine Island Rd	632	5,248	4,680		1.12	F
596	Oakland Pk Blvd	E of University Dr	632	5,409	4,680		1.16	F
598	Oakland Pk Blvd	E of Inverrary Blvd	632	6,447	4,680		1.38	F
600	Oakland Pk Blvd	E of SR 7	632	5,449	4,680		1.16	F
602	Oakland Pk Blvd	E of SW 31 Ave	632	5,715	4,680		1.22	F
604	Oakland Pk Blvd	E of I-95	632	6,269	4,680		1.34	F
606	Oakland Pk Blvd	E of Andrews Ave	632	4,709	4,680		1.01	E
608	Oakland Pk Blvd	E of US 1	632	3,738	4,680		0.80	C
610	Oakland Pk Blvd	E of Bayview Dr	432	3,236	3,110		1.04	E
612	NW 38 St	E of NW 31 Ave	264	1,032	950		1.09	E
614	Nw 38 St	E of NW 21 Ave	264	669	950		0.70	D
616	NE/NW 38 St	E of Powerline Rd	264	716	950		0.75	D
618	NE 38 St	E of Dixie Hwy	264	1,378	950		1.45	F
1044	NW 44 St	E 115 Ter	264	1,214	950		1.28	F
1052	NW 44 St	E of Welleby Park	464	1,214	2,070		0.59	D
620	NW 44 St	E of Hiatus Rd	474	1,190	2,950		0.40	C

622	NW 44 St	E of Nob Hill Rd	474	2,140	2,950		0.73	D
624	NW 44 St	E of Pine Island Rd	474	1,107	2,950		0.38	C
626	NW 44 St	E of West Inverrary Blvd	374	620	1,460		0.42	C
1142	NW 44 St	E of NW 31 Ave	264	793	950		0.83	D
1140	Springtree Lake Dr	E of Nob Hill Rd	464	807	2,070		0.39	C
628	Prospect Rd	E of SR 7	464	2,326	2,070		1.12	E
630	Prospect Rd	E of NW 31 Ave	464	1,950	2,070		0.94	D
632	Prospect Rd	S of Commercial Blvd	432	2,753	3,110		0.89	D
634	Prospect Rd	E of Powerline Rd	632	2,614	4,680		0.56	C
636	Prospect Rd	E of Andrews Ave	632	1,780	4,680		0.38	C
638	Floranada Rd	E of Dixie Hwy	264	1,878	950		1.98	F
640	Commercial Blvd	E of Sawgrass Xway	632	3,532	4,680		0.75	C
642	Commercial Blvd	E of Nob Hill Rd	632	4,201	4,680		0.90	D
644	Commercial Blvd	E of Pine Island Rd	632	4,109	4,680		0.88	D
646	Commercial Blvd	E of University Dr	632	5,577	4,680		1.19	F
648	Commercial Blvd	E of SW 81 Ave	632	4,426	4,680		0.95	D
650	Commercial Blvd	E of Rock Island Rd	632	5,123	4,680		1.09	F
652	Commercial Blvd	E of Fla Turnpike	632	5,374	4,680		1.15	F
654	Commercial Blvd	E of SR 7	632	6,504	4,680		1.39	F
656	Commercial Blvd	E of SW 31 Ave	632	5,936	4,680		1.27	F
658	Commercial Blvd	E of NW 21 Ave	632	6,205	4,680		1.33	F
660	Commercial Blvd	E of I-95	632	6,183	4,680		1.32	F
662	Commercial Blvd	E of Dixie Hwy	632	5,231	4,680		1.12	F
664	Commercial Blvd	E of US 1	632	2,977	4,680		0.64	C
666	Commercial Blvd	E of Bayview Dr	432	2,903	3,110		0.93	D
668	NE 56 St	E of Andrews Ave	264	856	950		0.90	D
670	NE 56 St	E of Dixie Hwy	264	1,101	950		1.16	E
1032	NW 57 St	E of NW 96 Ave	264	231	950		0.24	C
1034	NW 57 St	E of Pine Island Rd	264	931	950		0.98	D
1036	NW 57 St	E of University Dr	264	156	950		0.16	C
672	Bailey Rd	E of SW 81 Ave	474	872	2,950		0.30	C
1054	Bailey Rd	E of The Common	474	614	2,950		0.21	C
674	Bailey Rd	E of Sabel Palm Blvd	474	2,766	2,950		0.94	D
1144	Lagos De Campo Blvd	E of Pine Island Rd	464	537	2,070		0.26	C
676	McNab Rd	E of Hiatus Rd	274	298	1,390		0.21	C
678	McNab Rd	E of Hiatus Rd	464	298	2,070		0.14	C
680	McNab Rd	E of Nob Hill Rd	422	2,437	3,221	r	0.76	B
682	McNab Rd	E of Pine Island Rd	622	3,150	4,826	r	0.65	B
684	McNab Rd	E of University Dr	632	4,326	4,680		0.92	D
686	McNab Rd	E of SW 81 Ave	632	4,527	4,680		0.97	D
688	McNab Rd	E of Rock Island Rd	632	6,053	4,680		1.29	F
690	Cypress Crk Rd/	E of SR 7	632	6,385	4,680		1.36	F
692	NW 62 St	E of SW 31 Ave	632	6,564	4,680		1.40	F
694	NW 62 St	E of Powerline Rd	832	5,850	6,060		0.97	D

696	NE 62 St	E of Andrews Ave	832	4,568	6,060		0.75	C
698	NE 62 St	E of I-95	632	3,933	4,680		0.84	D
700	NE 62 St	E of NE 6 Ave	632	3,083	4,680		0.66	C
702	NE 62 St	E of Dixie Hwy	332	2,355	1,533		1.54	F
704	NE 62 St	E of NE 18 Ave	274	1,289	1,390		0.93	D
706	McNab Rd	E of SW 31 Ave	422	2,742	3,221	r	0.85	C
708	McNab Rd	E of Powerline Rd	622	2,103	4,826	r	0.44	B
710	McNab Rd	E of Military Trail	622	2,909	4,826	r	0.60	B
712	McNab Rd /SE 15 St	E of NE 18 Ave	264	1,083	950		1.14	E
716	NW 77 St	E of Nob Hill Rd	464	459	2,070		0.22	C
718	NW 81 St	E of Nob Hill Rd	464	378	2,070		0.18	C
720	NW 81 St	E of Pine Island Rd	464	201	2,070		0.10	C
722	NW 82 St	E of NW 80 Ave	464	318	2,070		0.15	C
724	Kimberly Blvd	E of SW 81 Ave	464	1,076	2,070		0.52	D
726	Kimberly Blvd	E of Rock Island Rd	464	834	2,070		0.40	C
734	Pompano Pk Pl	E of Powerline Rd	474	2,202	2,950		0.75	D
736	Pompano Pk Pl	E of Andrews Ave	674	3,111	4,450		0.70	C
738	Pompano Pk Pl	E of Dixie Hwy	474	1,859	2,950		0.63	C
740	Southgate Blvd	E of Sawgrass Xway	474	427	2,950		0.14	C
742	Southgate Blvd	E of Coral Ridge Dr	474	1,239	2,950		0.42	C
744	Southgate Blvd	E of Coral Sprgs Dr	474	1,570	2,950		0.53	C
746	Southgate Blvd	E of University Dr	474	3,408	2,950		1.16	F
748	Southgate Blvd	E of SW 81 Ave	474	2,974	2,950		1.01	E
750	Southgate Blvd	E of Rock Island Rd	474	3,183	2,950		1.08	F
752	Riverside Dr	S of Atlantic Blvd	222	615	1,482	r	0.42	C
754	Riverside Dr	E of Coral Sprgs Dr	222	1,03	1,482	r	0.68	C
756	Riverside Dr	E of University Dr	422	2,096	3,221	r	0.65	B
758	Riverside Dr	N of Atlantic Blvd	422	2,258	3,221	r	0.70	B
760	Riverside Dr	N of Ramblewood Dr	422	2,668	3,221	r	0.83	C
762	Riverside Dr	N of Royal Palm Blvd	422	2,439	3,221	r	0.76	B
764	Riverside Dr	N of Sample Rd	432	1,323	3,110		0.43	C
766	Riverside Dr	N of Wiles Rd	432	973	3,110		0.31	C
768	Riverside Dr	N of Sawgrass Xway	464	1,268	2,070		0.61	D
770	Atlantic Blvd	E of Sawgrass Xway	622	2,065	5,080		0.41	B
772	Atlantic Blvd	E of Coral Ridge Dr	622	3,905	5,080		0.77	B
774	Atlantic Blvd	E of Coral Sprgs Dr	622	4,268	5,080		0.84	C
776	Atlantic Blvd	E of University Dr	632	2,856	4,680		0.61	C
778	Atlantic Blvd	E of Riverside Dr	632	4,218	4,680		0.90	D
780	Atlantic Blvd	E of Rock Island Rd	632	3,854	4,680		0.82	D
782	Atlantic Blvd	E of SR 7	632	5,645	4,680		1.21	F
784	Atlantic Blvd	E of Lyons Rd	632	5,559	4,680		1.19	F
786	Atlantic Blvd	E of Fla Turnpike	632	6,367	4,680		1.36	F
788	Atlantic Blvd	E of Powerline Rd	632	6,245	4,680		1.33	F
790	Atlantic Blvd	E of I-95	632	5,562	4,680		1.19	F

792	Atlantic Blvd	E of Dixie Hwy	632	5,500	4,680		1.18	F
794	Atlantic Blvd	E of NE 18 Ave	632	4,314	4,680		0.92	D
796	Atlantic Blvd	E of US 1	442	3,228	2,750		1.17	F
798	Lakeview Dr	N of Atlantic Blvd	464	1,017	2,070		0.49	C
800	Lakeview Dr	E of Coral Ridge Dr	464	605	2,070		0.29	C
802	Ramblewood Dr	E of Coral Springs Dr	464	1,051	2,070		0.51	C
804	Ramblewood Dr	E of University Dr	464	393	2,070		0.19	C
806	Ramblewood Dr	E of Riverside Dr	264	592	950		0.62	D
1100	Margate Blvd	E of NW 80 Ave	464	37	2,070		0.07	C
810	Margate Blvd	E of Rock Island Rd	464	1,528	2,070		0.74	D
1148	NW 18 St / NW 80 Ave	E of Margate Blvd	264	339	950		0.36	C
812	Coconut Crk Pkwy	E of SR 7	432	3,917	3,110		1.26	F
814	Coconut Crk Pkwy	E of Lyons Rd	432	3,149	3,110		1.01	E
816	Hammondville Rd	E of NW 31 Ave--FTPK	432	4,159	3,110		1.34	F
818	Hammondville Rd	E of Powerline Rd	422	2,806	3,221	r	0.87	C
820	Hammondville Rd	E of I-95	422	1,674	3,221	r	0.52	B
824	NE 10 St	E of NW 6 Ave	264	1,222	950		1.29	F
1146	NE 10 St	E of US 1	264	371	950		0.39	C
826	NW 15 St	E of Powerline Rd	264	1,349	950		1.42	F
828	NE 14 St	E of US 1	432	2,095	3,110		0.67	C
830	Royal Palm Blvd	E of NW 123 Ave	474	1,424	2,950		0.48	C
832	Royal Palm Blvd	E of Coral Ridge Dr	422	1,964	3,221	r	0.61	B
834	Royal Palm Blvd	E of Coral Sprgs Dr	422	2,947	3,221	r	0.92	C
836	Royal Palm Blvd	E of University Dr	422	3,575	3,221	r	1.11	F
838	Royal Palm Blvd	E of Riverside Dr	422	4,008	3,221	r	1.24	F
840	Royal Palm Blvd	E of Rock Island Rd	422	3,981	3,221	r	1.24	F
842	Copans Rd	E of SR 7	422	3,829	3,221	r	1.19	F
844	Copans Rd	E of Lyons Rd	422	4,337	3,221	r	1.35	F
846	Copans Rd	E of Blount Rd	622	5,367	4,826	r	1.11	F
848	Copans Rd	E of Powerline Rd	632	6,23	4,680		1.33	F
850	Copans Rd	E of Military Trail	632	5,892	4,680		1.26	F
852	Copans Rd	E of I-95	632	4,534	4,680		0.97	D
854	Copans Rd	E of Dixie Hwy	632	3,696	4,680		0.79	C
1106	NW 29 St	E of Coral Sprgs Dr	264	474	950		0.50	D
1108	NE 33 St (pomp)	E of NE 3 Ave	264	1,052	950		1.11	E
856	Sample Rd	E of Sawgrass Xway	632	1,847	4,680		0.39	C
858	Sample Rd	E of Coral Ridge Dr	632	2,598	4,680		0.56	C
860	Sample Rd	E of Coral Sprgs Dr	632	3,231	4,680		0.69	C
862	Sample Rd	E of University Dr	632	3,282	4,680		0.70	C
864	Sample Rd	E of Riverside Dr	632	6,337	4,680		1.35	F
866	Sample Rd	E of Rock Island Rd	632	5,625	4,680		1.20	F
868	Sample Rd	E of SR 7	632	6,405	4,680		1.37	F
870	Sample Rd	E of Lyons Rd	632	5,911	4,680		1.26	F
872	Sample Rd	E of Fla Turnpike	632	7,125	4,680		1.52	F

874	Sample Rd	E of Powerline Rd	632	6,229	4,680		1.33	F
876	Sample Rd	E of Military Trail	632	6,431	4,680		1.37	F
878	Sample Rd	E of I-95	632	6,156	4,680		1.32	F
880	Sample Rd	E of Dixie Hwy	632	4,035	4,680		0.86	D
882	Sample Rd	E of US 1	474	410	2,950		0.14	C
884	NE 39 St	E of US 1	264	697	950		0.73	D
886	NW 40 St	E of University Dr	264	276	950		0.29	C
890	Wiles Rd	E of Coral Ridge Dr	422	2,428	3,221	r	0.75	B
892	Wiles Rd	E of Coral Sprgs Dr	422	2,891	3,221	r	0.90	C
894	Wiles Rd	E of University Dr	632	4,340	4,680		0.93	D
896	Wiles Rd	E of Riverside Dr	632	5,235	4,680		1.12	F
898	Wiles Rd	E of Rock Island Rd	632	5,585	4,680		1.19	F
900	Wiles Rd	E of SR 7	422	3,106	3,221	r	0.96	C
902	Wiles Rd	E of Lyons Rd	422	3,392	3,221	r	1.05	F
904	Wiles Rd	E of Fla Turnpike	422	3,572	3,221	r	1.11	F
906	NW 48 St	E of Powerline Rd	422	3,701	3,221	r	1.15	F
908	NW 48 St	E of Military Trail	422	3,602	3,221	r	1.12	F
910	NE 48 St	E of I-95	422	2,824	3,221	r	0.88	C
912	NE 48 St	E of Dixie Hwy	222	1,421	1,482	r	0.96	D
914	NE 48 St	E of US 1	264	784	950		0.83	D
916	NE 54/SE/SW15 St	E of Natura Blvd	264	951	950		1.00	E
1038	Westview Dr	E of Coral Ridge Dr	474	693	2,950		0.23	C
918	Westview Dr	E of Coral Sprgs Dr	474	1,865	2,950		0.63	C
920	Westview Dr	E of University Dr	474	317	2,950		0.11	C
922	SW 10 St	E of Fla Turnpike	632	8,595	4,680		1.84	F
924	SW 10 St	E of Powerline Rd	632	6,306	4,680		1.35	F
926	SE 10 St	E of Military Trail	632	7,046	4,680		1.51	F
928	SE 10 St	E of I-95	632	5,030	4,680		1.07	F
930	SE 10 St	E of Dixie Hwy	432	2,606	3,110		0.84	D
932	SE 10 St	E of US 1	264	736	950		0.77	D
1042	Holmberg Rd	E of Coral Ridge Dr	264	1,438	950		1.51	F
934	Holmberg Rd	E of Coral Springs Dr	464	2,282	2,070		1.10	E
936	Holmberg Rd	E of University Dr	264	1,462	950		1.54	F
938	Holmberg Rd	E of Riverside Dr	274	1,978	1,390		1.42	F
1040	Johnson Rd	E of SR 7	474	325	2,950		0.11	C
940	Hillsboro Blvd	E of Coral Sprgs Dr	474	2,804	2,950		0.95	D
942	Hillsboro Blvd	E of University Dr	474	2,116	2,950		0.72	D
944	Hillsboro Blvd	S of Loxahatchee Rd	474	2,197	2,950		0.74	D
946	Hillsboro Blvd	E of SR 7	622	4,412	5,080		0.87	C
948	Hillsboro Blvd	E of Lyons Rd	622	5,569	5,080		1.10	F
950	Hillsboro Blvd	E of Powerline Rd	632	5,235	4,680		1.12	F
952	Hillsboro Blvd	E of Military Trail	632	6,918	4,680		1.48	F
954	Hillsboro Blvd	E of I-95	632	5,810	4,680		1.24	F
956	Hillsboro Blvd	E of Dixie Hwy	632	4,827	4,680		1.03	E

958	Hillsboro Blvd	E of US 1	432	3,567	3,110		1.15	F
1114	NW/NE 2 St (Deerfield Beach)	E of SW 3 Ave	264	427	950		0.45	C
960	Trailsend Rd	E of Coral Ridge Dr	464	1,170	2,070		0.57	D
962	Trailsend Rd	E of Coral Sprgs Dr	464	1,486	2,070		0.72	D
964	Loxahatchee Rd	S of Palm Beach C/L	264	1,087	950		1.14	E
	e - estimated traffic volumes;							
	capacity - maximum LOS "D" service volume, not actual capacity;							
	r - maximum LOS "D" service volume reduced by 5%							
	5/18/2006							

APPENDIX E

Technical Documentation for Transportation Concurrency

E-1 Justification for Size of Concurrency Districts

E-2 Conditions to Satisfy Concurrency Requirements: Comparison of Proposed Policy to Existing Plan and to State Requirements

E-3 Mitigation in Standard Concurrency Districts: Comparison of Proposed Policy to Existing Plan and to State Requirements

E-4 Excerpt from DPEP Land Use and Permit Division's Technical Bulletin No. 2000-0"

E-5 Additional Data and Analysis to support the addition to Policy 3.4.2.1 regarding maximum level of service standard volumes

E-6. Transportation Concurrency Management Areas Comparison of Proposed Policy to Existing Plan and to State Requirements.

E-7 BCT 203 Weekday Ridership Projections

E-8 Tables from the adopted Transit Development Plan regarding operating and capital funds.

E-9 Definitions related to regional transportation facilities

Appendix E-1 Justification for Size of Concurrency Districts

Average Trip Length.

Three recent local studies of travel habits were utilized to look at average trip length by trip purpose. These studies are:

Keller Study: Broward Travel Characteristics Study: Final Report for Florida Department of Transportation, District IV, by Walter H. Keller, Inc. (December, 1996).

Gannett Fleming Study: Broward Urban Study Area Travel Forecast Model Validation: Technical Report No. 2: Model Validation by Gannett Fleming (April, 1998).

Corridino Study: Southeast Florida Regional Travel Characteristics Study: Technical Memorandum No. 4: Household travel Survey Findings for Florida Department of Transportation, Districts IV and VI, Miami-Dade MPO, Broward County MPO and Palm Beach County MPO, by Carr Smith Corradino (January, 2000).

The table below summarizes the findings of these studies with regard to average trip length for key trip purposes.

AVERAGE TRIP LENGTH (IN MINUTES) BY TRIP PURPOSE

SOURCE	Home Based Work	Home Based Shopping	Home Based Soc-Rec	Home Based Other	Non-Home Based
Keller	23.5	12.0	17.2	14.6	15.5
Gannett Fleming	21.9	17.3	19.3	16.3	17.5
Corradino	23.8	14.6	15.6	15.7	16.5
Average	23.1	14.6	17.4	15.5	16.5

The Broward County FSUTMS 1999 validated Countywide peak average travel speed was 29.3 miles per hour. Applying this travel speed to the average trip lengths above yields average trip lengths, in miles, as follows:

Home Based Work 11.3

Home Based Shopping	7.1
Home Based Soc-Rec	8.5
Home Based Other	7.6
Non-Home Based	8.1

Therefore, the average peak-hour trip in Broward County is between 7 and 11 miles in length.

Comparable Districts in Broward County

The following are benefit zones established in various portions of the Broward County Land Development Code.

Road Impact Fees - Section 5-182(a) (4) c): The County is divided into seven service areas for the purpose of expenditure of road impact fees. The boundaries are generally: (east-west) Palm Beach County line; Commercial Boulevard; State Road 84; and the Miami-Dade County line; and (north-south) Atlantic Ocean; Florida Turnpike; Sawgrass Expressway; Interstate 75; and the Conservation Area. These boundaries range from 5 to 10 miles in length.

School Impact Fees - Section 5-182(m) (6): The County is divided into four service areas for the purpose of expenditure of school impact fees. The boundaries are generally: Palm Beach County line; Commercial Boulevard; Broward Boulevard; Sheridan Street/Stirling Road; and the Miami-Dade County line. These service areas range from 4 to 9 miles (north/south), and each runs the width of the County.

Local Park Impact Fees - Section 5-182(s) (5). The County is divided into six sectors for the purpose of expenditure of local park impact fees. The boundaries are generally the same as for road impact fees; except that there is no seventh district west of Interstate 75 in far southwest Broward.

Regional Park Impact Fees - Section 5-182(i). Regional Park Impact Fees may be spent Countywide.

Size of Proposed Concurrency Districts

The proposed concurrency districts range from 4 to 8 miles per side, with two exceptions:

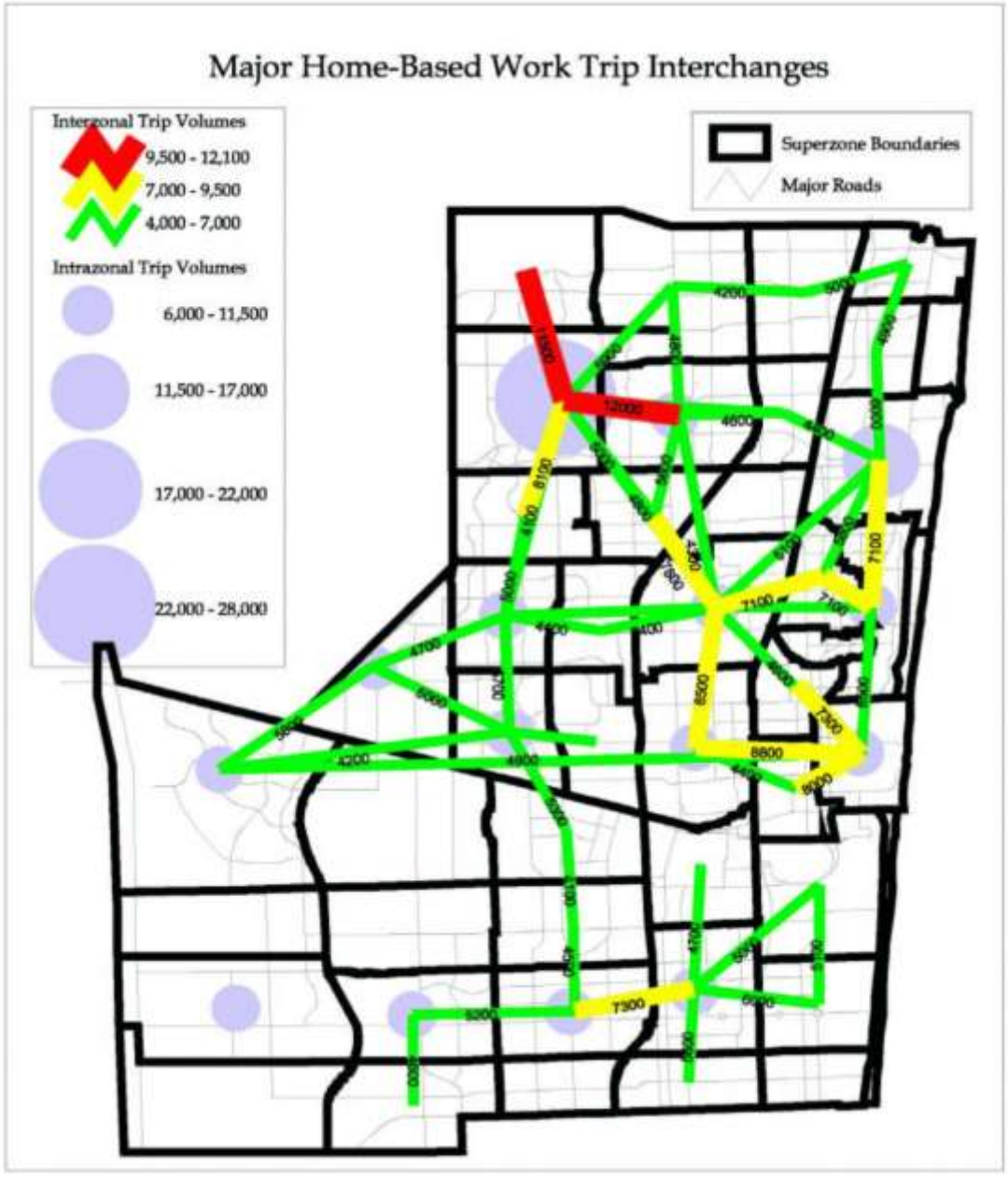
(a) The proposed Northwest District is only about two miles from north to south.
(b) The northern portion of the proposed Central District is about 3 miles from east to west.
(c) The western portion of the Southwest District is about 12 miles from north to south.

Based on an average peak-hour trip length of 7 to 11 miles for Broward County, and based on the above comparable districts ranging from 4 to 10 miles per side, the size of the proposed Concurrency

Districts are easily justified, except for (b) and (c) above.

Concerning the Central District, the travel patterns within and around this area provided a convincing argument for not subdividing this District. The Year 2025 Long-Range Transportation Plan Update, Final Report (Broward County MPO, June 2002), illustrates that in Figure 6.8, Major Home-Based Work Trip Interchanges, which is attached here for reference. This graphic illustrates the top thirty interchanges among super zones of home-to-work trips in the FSUTMS travel demand model. The strong travel demand across the central part of the County is clearly visible here. In addition, the east-west transit routes within the Central District exhibit high ridership (3 out of 4 routes exceed 40 passengers per hour), and short headways (3 out of 4 routes at twenty minutes). Based on this information, it was determined that splitting this District at the Turnpike, or a similar location, would not be an accurate reflection of travel patterns in Broward County.

Concerning the Southwest District, the County acknowledges that, should this be proposed for transit-oriented concurrency in the future, the subdivision of the District will need to be given serious consideration.


Major Home-Based Work Trip Interchanges
Interzonal Trip Volumes
9,500 - 12,100
7,000 - 9,500
4,000 - 7,000
Intrazonal Trip Volumes
6,000 - 11,500
11,500 - 17,000
17,000 - 22,000
22,000 - 28,000
Superzone Boundaries
Major Roads

Appendix E-2 : Conditions to Satisfy Concurrency Requirements: Comparison of Proposed Policy to Existing Plan and to State Requirements

Condition in Proposed Policy 3.4.6	Provision of Existing Transportation Element	Corresponding Portion of F.A.C.
1. Within recorded plat that has already satisfied concurrency	Not applicable	Not applicable
2. Vested rights present	Policy 3.4.2.2	Not applicable
3. Within a DRI or FQD	Policy 3.4.2.6 & 3.4.2.7	9J-2.0245(3)
4. Paid Transit Concurrency Assessment	Not applicable	9J-5.0055(5)
5. Residential - no impact	Not applicable	Not applicable
6. Non-residential - no impact	Not applicable	Not applicable
7. Standard District - finding previously made at plat stage	Not applicable	Not applicable
8. Standard District - de minimis	Policy 3.4.2.3	9J-5.0055(3)(c)6
9. Promotes public transportation	Policy 3.4.2.4	9J-5.0055(7)
10. [Optional] Redevelopment of old plats	Not applicable	Not applicable

Appendix E-3: Mitigation in Standard Concurrency Districts: Comparison of Proposed Policy to Existing Plan and to State Requirements

Condition in Proposed Policy 3.4.12	Provision of Existing Transportation Element	Corresponding Portion of F.A.C.
1. No trips placed on over-capacity links	Policy 3.4.3.1	
2. Approved action plan	Policy 3.4.3.2	9J-5.0055(3) (c) 3.
3. Necessary improvements are under construction	Policy 3.4.3.3	9J-5.0055(3) (c) 1.
4. Necessary improvements are subject of a binding executed contract	Policy 3.4.3.4	9J-5.0055(3) (c) 3.
5. Necessary improvements are in first 2 years of adopted state or county program	Policy 3.4.3.5	9J-5.0055(3) (c) 2.
6. Necessary improvements are in first 2 years of adopted municipal program	Policy 3.4.3.6	9J-5.0055(3) (c) 2.
7. Necessary improvements are in an enforceable development agreement	Policy 3.4.3.7	9J-5.0055(3) (c) 4.
8. Vested rights present	Policy 3.4.2.2	
9. De minimis	Policy 3.4.2.3	9J-5.0055(3) (c) 6.
10. Within a DRI or FQD	Policy 3.4.2.6 & 3.4.2.7	9J-2.0245(3)
11. Promotes public transportation	Policy 3.4.2.4	9J-5.0055(7)

Appendix E-4: Excerpt from DPEP Land Use and Permit Division's Technical Bulletin No. 2000-0"

PROJECTS WHICH DO NOT REQUIRE DPEP APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT OR OTHER PROJECT AUTHORIZATION:

1. Tree trimming.
2. Landscaping.
3. Utility pole installation.
4. Interior changes to retail or office buildings in which there is no change in use or seating capacity, which have not been vacant for six months or more, and provided no building materials are being removed or disturbed.
5. Well construction.
6. Installation of compressed gas tanks.
7. Painting of buildings.
8. Sand blasting and pressure cleaning.
9. Driveways for single family residences.
10. Sidewalk installation and replacement.
11. Outdoor recreation equipment such as swings and slides.
12. Seal coating.
3. Routine maintenance of grounds and equipment.
14. Traffic striping.
15. Installation of security, telephone, intercom and public address systems.
16. Septic tank and drain field repair (Health Department approval required).
17. All additions and renovations to single family residences that does not increase the number of living units.
18. Residential swimming pools.
19. Construction or installation of signs.
20. Free standing residential storage buildings less than 250 square feet.
21. Placement of mobile homes on existing slabs.
22. Residential patios and screen porches
23. General repairs & routine maintenance.
24. Fences.
25. Electrical installations.
26. Installation of lawn sprinklers.
27. Installation of residential satellite dishes and TV antennas.

Appendix E -5: Data and Analysis to support Maximum Level of Service Standard Volumes

Data and Analysis to support addition to Policy 3.4.2.1, regarding maximum service volumes, as follows:

Maintain the maximum service volumes on arterial roadways within each District, as displayed below:

Peak Hour Two Way Maximum Service Volumes

	Eastern Core District	All Other Districts
Two-lane arterials	**2485**	**2555**
Four-lane arterials	**5267**	**5442**
Six-lane arterials	**7910**	**8190**
Eight-lane arterials	**10342**	**10605**

The Maximum Service Volumes are calculated from "Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas", published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts.

Broward County 2003 P.M. Peak Hour Traffic Volumes

A. Six-lane arterials ≥ 5500 vehicles per peak hour (both directions):
University Drive, north of I-595 – 6394
US 1, south of 17 Street Causeway – 6191
Broward Blvd, east of I-95 – 6149
US 1, south of SR 84 – 6145
Oakland Park Blvd, east of I-95 – 5977
US 1, south of SE 30 St – 5821
Sunrise Blvd, east of NW 55 Ave – 5676
Oakland Park Blvd, west of Rock Island Rd – 5610
Oakland Park Blvd., west of I-95 – 5504
Sample Road, east of Turnpike – 5504

B. Four-lane arterials ≥ 3500 vehicles per peak hour (both directions):
Sheridan Street, west of I-75 - 3754
US 1, south of Griffin Road – 3742
Wiles Road, east of Riverside Drive - 3683

Pembroke Road, east of I-95 - 3612
Davie Road, south of SR 84 - 3589
Sheridan Street, west of Flamingo Rd. - 3576
Wiles Road, east of Riverside Drive – 3527

12C. Two-lane arterials / collectors ≥ 1500 vehicles per peak hour (both directions)
SR A-1-A, south of Commercial Blvd – 2356
SR A-1-A, north of Pine Avenue – 2079
SW 100 Avenue, south of Griffin Rd – 1807
Nova Drive, west of Davie Road – 1703
Nova Drive, east of University Drive – 1658
Holmberg Road, east of Riverside Drive - 1578

2003 Peak-Hour Volumes on Arterials from other Florida Counties

Miami-Dade County:
South Dixie Hwy., from north of Coral Gables to Kendall – from 8314 to 8806
US 1, south of NE 192 Street – 6402
US 1, south of NE 186 Street – 5856
Miami Gardens Drive, east of NE 8 Avenue – 3798 (4L)

Hillsborough County
SR 60, Adamo Dr, west of Grand Regency Blvd – 8509

Palm Beach County
Okeechobee Blvd., east of Turnpike – 6432
Okeechobee Blvd., west of Military Trail - 6264

Lee County
US 41, south of Gladiolus - 6546

Duval County
J Turner Butler Blvd, I-95 to Belfort Rd – 6915

Orange County
University Blvd. Dean Road to Rouse Road – 7241
University Blvd., west of Dean Road – 6090
Orlando Ave., Kennedy Blvd to Park Ave – 6012
Colonial Drive, Woodbury Rd to Lake Pickett Rd – 5717 (4LD)

Appendix E-6: transportation Concurrency Management Areas
Comparison of LOS Standards with Existing Conditions

TCMA	LOS STANDARDS	EXISTING (2008) CONDITIONS
Overall	Increase number of bus shelter by 25 percent from FY 2009 to FY 2013.	481 Total Spots with shelters (FY 09)
Northeast	Maintain headways of 30 min. or less on 90% of routes.	Headways ≤ 30 min. on 92% of routes (11 out of 12)
	Establish and maintain service at one or more neighborhood transit centers.	NTC programmed in Pompano Beach, design complete.
	Reduce traffic signal communication failures by 50% by FY 2013	Baseline signals percentage online is 94% (FY 2013 goal is 97%).
	Increase peak-hour weekday fixed route transit ridership by 17 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 27989.
North Central	Establish and maintain headway of 30 min.or less on 90% of routes.	Headways ≤ 30 min. on 82% of routes (9 out of 11) with changes programmed for FY 2009: 92%.
	Maintain service at one or more neighborhood transit centers.	NTC is requirement of Coral Springs Downtown DRI.
	Increase peak-hour weekday fixed route transit ridership by 23 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 40488.
	Maintain the current number of community bus route (13) through 2013.	13 community bus route as of 2008.

Appendix E-6: transportation Concurrency Management Areas
Comparison of LOS Standards with Existing Conditions

TCMA	LOS STANDARDS	EXISTING (2008) CONDITIONS
Central	Maintain headway of 30 min.or less on 80% of routes.	Headways ≤ 30 min. on 71% of routes (17 out of 24) with changes programmed for FY 2009: 83%.
	Establish and maintain service at one or more neighborhood transit centers.	Negotiating for NTC in pending DRI application in Lauderhill.
	Reduce traffic signal communication failures by 50% by FY 2013.	Baseline signals percentage online is 94% (FY 2013 goal is 97%).
	Increase peak-hour weekday fixed route transit ridership by 23 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 95235.
	Maintain the current number of community bus route (24) through 2013.	24 community bus route as of 2008.
Port/Airport	Study options for the direct movement of freight and passengers between Port Everglades and Fort Lauderdale/Hollywood International Airport. This would serve to relieve significant segments of the Atrategic Intermodal System in this District. The results of these studies will be incorporated into the Master Plans for the Port and the Airport by FY 2013.	The study is current underway.
	Increase peak-hour weekday fixed route transit ridership by 20 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 12760.

Appendix E-6: transportation Concurrency Management Areas
Comparison of LOS Standards with Existing Conditions

TCMA	LOS STANDARDS	EXISTING (2008) CONDITIONS
Eastern Core	Maintain headway of 30 min.or less on 90% of routes.	Headways ≤ 30 min. on 82% of routes (14 out of 17) with changes programmed for FY 2009: 94%.
	Maintain headway of 20 min.or less on 40% of routes.	Headways ≤ 20 min. on 50% of routes (8 out of 16) with changes programmed for FY 2009: 56%.
	Establish and maintain service at one or more neighborhood transit centers.	NTC planned as part of downtown Fort Lauderdale streetcar system (The Wave), currently awaiting Federal funding.
	Reduce traffic signal communication failures by 50% by FY 2013.	Baseline signals percentage online is 94% (FY 2013 goal is 97%).
	Increase peak-hour weekday fixed route transit ridership by 19 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 21980.
Southeast	Maintain headway of 30 min.or less on 80% of routes.	Headways ≤ 30 min. on 60% of routes (9 out of 15) with changes programmed for FY 2009: 73%, with planned express service on Hollywood Blvd: 80%.
	Establish and maintain service at one or more neighborhood transit centers.	NTC is requirement of Gulfstream Park DRI in Hallandale Beach.
	Increase peak-hour weekday fixed route transit ridership by 24 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 43702.

Appendix E-6: transportation Concurrency Management Areas
Comparison of LOS Standards with Existing Conditions

TCMA	LOS STANDARDS	EXISTING (2008) CONDITIONS
South Central	Maintain headway of 30 min.or less on 80% of routes.	Headways ≤ 30 min. on 56% of routes (5 out of 9) with changes programmed for FY 2009: 88%.
	Establish and maintain service at one or more neighborhood transit centers.	NTCs existing at Nova Southeastern University and Miramar City Center.
	Increase peak-hour weekday fixed route transit ridership by 22 percent from FY 2009 to FY 2013.	2008 weekday daily ridership of routes going through District is 22353.
	Maintain the current number of community bus route (10) through 2013.	10 community bus route as of 2008.

Appendix E-7: BCT 203 Weekday Ridership Projections

Route No.	203 Projected Daily Ridership	% Change from 2008	Concurrency Districts*
1	9597	19.9%	SE/PA/EC
2	9312	23.0%	SC/CEN/NC
3	1193	18.2%	SE/SC
4	239	21.0%	SE
5	1945	21.5%	SE/SC
6	2945	19.7%	SE/EC
7	5356	21.5%	SE/SC
9	2705	23.6%	SE/SC/CEN/EC
10	4493	15.2%	EC/CEN/NE
11	4812	19.1%	EC/CEN
12	2149	16.2%	SE/SC/CEN
14	5620	17.7%	EC/CEN/NE
15	780	18.7%	SE
17	420	19.5%	SE
18	18728	29.0%	SE/CEN/NC
20	1939	15.8%	EC/CEN/NE
22	5669	16.5%	EC/CEN/SAW
23	690	17.7%	SC/SAW
28	3886	23.7%	SE/SC
30	2780	18.1%	EC/CEN
31	4614	20.2%	EC/CEN/NC
34	3393	17.4%	NE/NC
36	9899	21.8%	EC/CAN/SAW
40	5688	19.6%	PA/EC/CEN
42	2619	12.2%	NE/NC
50	6373	17.3%	EC/CEN/NE
55	2600	14.1%	CEN/NC
56	2475	18.9%	CEN
57	232	18.0%	NC
60	5803	19.9%	EC/CEN/NE
62	2697	20.6%	NC/CEN
72	10485	24.8%	CEN/SAW
81	3093	22.3%	CEN
83	1929	17.2%	NE/NC
88	1477	20.1%	NC/CEN

92	35	19.3%	NE
93	117	16.6%	NE
94	30	14.9%	NE
95	39	18.6%	NE
97	61	3.3%	NE
441	2175	24.4%	SE/CEN/NC
Total	**153,289**	**20.9%**	

Source of Projections: Table 7-5, Broward County Transit Development Plan

* Districts containing only minor portions of a route are excluded from list.

Northeast District

Route	2008 Daily Ridership	203 Daily Ridership
10	3900	4493
14	4775	5620
20	1674	1939
34	2890	3393
42	2334	2619
50	5433	6373
60	4840	5803
83	1646	1929
92	13	126
93	100	117
94	13	30
95	117	39
97	54	61
Total	27989	32742

Overall increase = 17%

North Central District

Route	2008 Daily Ridership	203 Daily Ridership
2	7571	9312
18	14518	18728
31	3839	4614
34	2890	3393
42	2334	2619
55	2279	2600
57	197	232
62	2236	2697
83	1646	1929
88	1230	1477
441	1748	2175
Total	40488	49776

Overall increase = 23%

Central District

Route	2008 Daily Ridership	203 Daily Ridership
2	7571	9312
9	2188	2705
10	3900	4493
11	4040	4812
12	1849	2149
14	4775	5620
18	14518	18728
20	1674	1939
22	4866	5669
30	2354	2780
31	3839	4614
36	8127	9899
40	4756	5688
50	5433	6373
55	2279	2600
56	2082	2475
60	4840	5803
62	2236	2697
72	8401	10485
81	2529	3093
88	1230	1477
441	1748	2175
Total	95235	13586

Overall increase = 19%

Sawgrass District

Route	2008 Daily Ridership	203 Daily Ridership
22	4866	5669
23	586	690
36	8127	9899
72	8401	10485
Total	21980	26743

Overall increase = 22%

Port/Airport District

Route	2008 Daily Ridership	203 Daily Ridership
1	8004	9597
40	4756	5688
Total	12760	15285

Overall increase = 20%

Eastern Core District

Route	2008 Daily Ridership	203 Daily Ridership
1	8004	9597
6	2460	2945
9	2188	2705
10	3900	4493
11	4040	4812
14	4775	5620
20	1674	1939
22	4866	5669
30	2354	2780
31	3839	4614
36	8127	9899
40	4756	5688
50	5433	6373
60	4840	5803
Total	61256	72937

Overall increase = 19%

Southeast District

Route	2008 Daily Ridership	203 Daily Ridership
1	8004	9597
3	1009	1193
4	1768	239
5	1601	1945
6	2460	2945
7	4408	5356
9	2188	2705
12	1849	2149
15	657	780
17	351	420
18	14518	18728
28	3141	3885
441	1748	2175
Total	43702	54017

Overall increase = 24%

South Central District

Route	2008 Daily Ridership	203 Daily Ridership
2	7571	9312
3	1009	1193
5	1601	1945
7	4408	5356
9	2188	2705
12	1849	2149
23	586	690
28	3141	3886
Total	22353	27236

Overall increase = 22%

Summary

District	Projected Increase in Weekday Ridership 2008-203
Northeast	17%
North Central	23%
Central	19%
Sawgrass	22%
Port/Airport	20%
Eastern Core	19%
Southeast	24%
South Central	22%

Appendix E-8: Tables from the adopted Transit Development Plan regarding operating and capital funds

TABLE 7-23
Broward County Mass Transit Planning Estimates: Operating Budget Scenario 2009-2013

SECTIONS	FY 08 Base	FY 09	FY 10	FY 11	FY 12	FY 13	FY09-13 Sub-Total
Administration / Compliance/ Info Sys.	$6,453,890	$6,607,760	$6,938,148	$7,285,055	$7,649,308	$8,031,774	$36,512,045
Maintenance	$28,862,020	$33,183,430	$34,842,602	$36,584,732	$38,413,968	$40,334,667	$183,359,398
Customer Relations & Communication	$2,944,100	$2,746,560	$2,883,888	$3,028,082	$3,179,487	$3,338,461	$15,176,478
Service	$5,944,670	$4,660,900	$4,893,945	$5,138,642	$5,395,574	$5,665,353	$25,754,415
Transit Operations	$60,140,400	$58,687,600	$61,621,980	$64,703,079	$67,938,233	$71,335,145	$324,286,037
Paratransit Transportation	$27,240,330	$27,262,560	$28,625,688	$30,056,972	$31,559,821	$33,137,812	$150,642,853
Planned Fixed Route	$0	$6,937,039	$5,393,918	$2,646,615	$4,814,033	$5,198,492	$24,990,098
Planned Community Bus Expansion	$0	$688,500	$688,500	$688,500	$1,000,000	$1,000,000	$4,065,500
System Service enhancements							
System Strategic Initiatives				$2,100,000	$4,705,000	$14,392,027	$21,197,027
TOTAL OPERATING COSTS	**$131,585,410**	**$140,774,349**	**$145,888,669**	**$152,231,678**	**$164,655,425**	**$182,433,729**	$785,983,850
***OPERATING REVENUES**	**FY 2008**	**FY 2009**	**FY 2010**	**FY 2011**	**FY 2012**	**FY 2013**	**TOTA**
Federal Transit Administration	$0	$0	$0	$0	$0		$0
**Florida Department of Transportation	$11,885,449	$11,866,870	$9,164,000	$9,439,000	$9,722,000	$10,208,100	$50,399,970
FDOT Operating (I-595)				$2,100,000	$2,205,000	$2,315,250	$6,620,250
Charges For Services	$19,834,108	$21,141,190	$22,198,250	$23,308,162	$24,473,570	$25,697,249	$116,818,420
****Miscellaneous	$800,000	$1,300,000	$865,280	$899,891	$935,887	$982,681	$4,983,739
County General Fund	$54,113,093	$52,814,790	$62,414,410	$64,910,987	$67,507,426	$70,882,797	$318,530,410
TF 1040 CTTF Local Option Gas Tax	$44,300,760	$44,300,760	$47,915,702	$49,832,330	$51,825,623	$54,416,904	$248,291,319
*****Broward County Concurrency Fund	$652,000	$678,080	$705,203	$0	$0		$1,383,283
TOTAL OPERATING REVENUES	**$131,585,410**	**$132,101,690**	**$143,262,845**	**$150,490,370**	**$156,669,506**	**$164,502,981**	**$747,027,392**
TOTAL OPERATING FUNDING SHORTFALL	***$0***	***($8,672,659)***	***($2,625,824)***	***($1,741,308)***	***($7,985,919)***	***($17,930,748)***	***($38,956,458)***

TABLK 7-26

BROWARD COUNTY TDP PLANNING ESTIMATES: CAPITAL BUDGET

FY08 - FY13

		Base FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Total FY 09 - FY 13
	CAPITAL REVENUES							
1	Federal Transit Administration	$22,804,190	$23,350,000	$23,583,500	$23,819,340	$24,057,520	$24,298,100	**$119,108,460**
2	Transfer from Transit Concurrency Fund	$3,078,000	$0	$2,600,000	$600,000	$3,800,000	$4,000,000	**$11,000,000**
3	Transfer from CountyTransportation Trust Fund	$2,000,000	$0	$0	$0	$0		**$0**
4	FDOT							**$0**
5	Other:Streetcar							**$0**
6	TOTAL REVENUES	$27,882,190	$23,350,000	$26,183,500	$24,419,340	$27,857,520	$28,298,100	**$130,108,460**

Appendix E-9: Definitions related to regional transportation facilities

Regional Transportation Network or Regional Road Network. Those roadways shown on the Broward County Traffic ways Plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, or on the Broward County 2015 Plan, promulgated by the Broward County Metropolitan Planning Organization, or for which right-of-way has been delineated by the Board of County Commissioners pursuant to Chapter 71-561, Laws of Florida, as amended, and the Broward County Charter. However, those roads that are functionally classified as city collectors are not reviewed for concurrency by Broward County.
[Source: Broward County Land Development Code, section 5-201.]

(4) Identification of State and Regionally Significant Roads. For the purposes of evaluating the state and regional significance of a roadway, the Department shall consider the extent, location and configuration of the roadway, and the number and type of trips which occur or could ocurr on the roadway. Under no circumstances shall the Department consider a roadway to be state and regionally significant unless it is a paved roadway which crosses local government jurisdictional boundaries, is a component of the state highway system, connects components of the state highway system, provides access to a regional center, or is a hurricane evacuation route. Nothing contained herein shall be construed to automatically result in a determination that a roadway is state and regionally significant simply because it is a component of the state highway system or otherwise falls within the categories of roadways enumerated above, unless it is a segment of the Florida Intrastate Highway System.
[Source: Rule 9J-2.045, Florida Administrative Code.]

THIS PAGE LEFT BLANK INTENTIONALLY