



# **Broward Metropolitan Planning Organization Commitment 2045 Metropolitan Transportation Plan**

## **Technical Report #13 Needs Assessment**

**December 2, 2019**

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## MPO MISSION STATEMENT

To collaboratively plan, prioritize, and fund the delivery of diverse transportation options.

## MPO VISION STATEMENT

Our work will have measurable positive impact by ensuring transportation projects are well selected, funded, and delivered.

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### Core Products of the Broward MPO



# Introduction

This Needs Assessment Technical Report #13 of *Commitment 2045* provides an overview of the process undertaken to identify needs and the prioritization process used. The document also provides a summary of the needs identified as a result of this process. More detailed information about the prioritization process and the projects evaluated is provided in the appendices.

The purpose of completing a Needs Assessment is to identify the transportation infrastructure essential for accommodating future travel demand and addressing safety issues without regard to economic, local, or political considerations. A variety of resources were used to identify needs, including a Call for Projects, the regional travel demand model known as the South East Florida Regional Planning Model (SERPM) (Version 8), and a multimodal evaluation that considered waterborne and public transportation.

This report begins with an overview of the methodology used to establish needs. The next section focuses on the needs identified. An overview of the project prioritization process is provided in the final section.

## Methodology for Establishing Needs

The purpose of this section is to summarize the approach undertaken to identify needs for the year 2045. This section reviews the overall process, data sources used, analyses conducted, and related public outreach efforts.

### Overview of Needs Assessment Process

Figure 1 is a graphic depiction of the process used to identify needs for the year 2045. The process comprises seven steps, described as follows.

Figure 1: MTP Needs Plan Development Process



### Step 1 – Data & Analysis

This step includes eight inputs:

- Travel Demand Modeling – The Southeast Regional Planning Model (SERPM) was used to evaluate the scenarios and identify additional capacity needs for 2045. Technical Report #12 provides specific details of how the model was coded for the Needs and Cost Feasible plans. To identify additional needs, the volume-to-capacity (v/c) results from a SERPM run using the 2045 Existing + Committed network and projected 2045 population and employment growth were mapped. All roadway segments with a v/c ratio greater than 1 were separated into a table and further reduced by removing all SIS facilities and arterials that are already six lanes wide. The remaining segments were then compared to recent aerial photographs to determine if additional right-of-way is available. Where sufficient right-of-way exists, those projects were added to the needs list.
- Call for Projects – The Broward MPO issued a Call for Projects from its partner agencies, including municipalities, Broward County, the Florida Department of Transportation (FDOT), the South Florida Regional Transportation Authority (SFRTA), and Port Everglades. The initial Call for Projects list included more than 700 projects, ranging from non-motorized improvements such as landscaping and sidewalks to large-scale capacity

projects. The projects were organized in a spreadsheet and categorized by a variety of factors, including work mix (type of improvement proposed), eligibility for inclusion in the MTP, and the source of the project (such as Call for Projects, FDOT, Broward County Surtax, etc.). The Call for Projects for *Commitment 2045* is not a new approach for the Broward MPO; however, this MTP included more extensive coordination between the Broward MPO and its partner agencies, as multiple meetings were held with each agency throughout the MTP process. As other needs were identified, they were added to this spreadsheet, and the number of projects grew to more than 860. Ultimately, the list was reduced to approximately 500 projects when the Broward County Surtax Projects were removed.

- Broward County Surtax Projects – Broward County, as part of its transportation surtax effort, collected transportation needs from each of the municipalities and created a list of its own needs for unincorporated areas and County-owned facilities. These projects were submitted to the MPO as part of the Call for Projects but ultimately were removed from consideration, with the exception of several rapid bus projects, when the surtax passed in November 2018. There was substantial coordination between the Broward MPO and Broward County to determine the disposition of these projects. Ultimately, it was decided that only projects seeking Federal funding would remain on the list to be prioritized. As additional surtax projects are identified for Federal funding, the Broward MPO and Broward County will work together to amend the MTP to include those projects as part of the Needs Plan or Cost Feasible Plan, as appropriate.
- Land Use – The development of trend population and employment growth and a higher growth estimate for 2045 was detailed in Technical Report #2. These data were used to identify needs as part of the SERPM model. Specifically, the trend growth data were used in the Existing + Committed model run to identify facilities that are projected to need improvement as a result of anticipated growth. The higher growth data, which were the Bureau of Economic and Business Research's high estimates for 2045, were used in the Scenario Planning Analysis to direct additional growth to

the identified transit corridors in the Compact Development Scenario. Ultimately, the Compact Development Scenario was revised to reflect the trend growth projections, with the growth redistributed to high-capacity transit corridors.

- **Policy & Performance** – The adopted Goals and Objectives and corresponding Performance Measures, which are discussed in more detail in Technical Report #3, informed the development of the criteria for prioritizing projects. *Commitment 2045* used a performance-based, mode-neutral approach to project prioritization to better align funded projects with the federally-required and regional Performance Measures.
- **Collaboration with Partners** – For *Commitment 2045*, the MPO increased its collaboration efforts by involving all partner agencies more frequently through either existing committees or one-on-one meetings.
- **MPO Team Collaboration** – Throughout the development of *Commitment 2045*, MPO staff met regularly among themselves and with the MTP consultant to ensure that the technical analyses and approach were sound and consistent with other MPO efforts, including development of the Multimodal Priorities List and TIP.
- **Commitment 2040** – Projects identified in Commitment 2040 that were not funded were reconsidered for inclusion in the Needs Plan for *Commitment 2045*. These projects were not automatically included unless submitted by a partner agency through the Call for Projects or the review of SERPM results identified a need that could be met by one of these projects.

## Step 2 – Scenario Planning Analysis

This step included two inputs—projects identified through Step 1, packaged together to create the five scenarios (Trend, Community Vision, Compact Development, Technology, and Resiliency), and the Transit Vision. The transit improvements identified in the Transit Vision were incorporated as part of the Compact Development scenario, which also redistributed the projected population and employment growth for 2045 to corridors with high-capacity transit. More details about the Scenario Planning Analysis are provided later in this report.

### Step 3 – Hybrid Scenario

This included projects used for the Trend, Community Vision, Compact Development, and Technology scenarios; ultimately, it became the Needs Plan, with some minor exceptions.

### Step 4 – 2045 Needs Plan

This included projects from the Trend, Community Vision, and Compact Development scenarios, as well as additional projects identified by the MPO to address congestion. Improvements from the Technology scenario were not considered in the Needs Plan based on public comments and lack of any proposed projects to implement AV/CV lanes throughout Broward. An equity assessment of the Needs Plan was completed that compared its performance in identified Equity Areas to the 2015 baseline conditions.

### Step 5 – Project Prioritization Process

This included prioritization criteria and weights, developed through collaboration with the Broward MPO Board and Committees, and applied to the capacity projects in the Needs Plan.

### Step 6 – 2045 Needs Plan Priorities

This included projects listed in order of priority. Following review by the Technical Advisory Committee and Citizens Advisory Committee, the list was approved by the Broward MPO Board.

### Step 7 – 2045 Needs Plan by Program

This assigned prioritized projects to the appropriate funding program. As part of this MTP, the Broward MPO established the following six funding programs:

- *Roadway* – for transportation improvements that increase roadway capacity.
- *Transit* – includes transit capital investments and roadway improvements designed to serve as running ways for transit services.
- *Systems Management/Safety Program* – focuses on actively managing the multimodal transportation network, measuring performance,



streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the traveling public.

- *Complete Streets and Other Localized Initiatives Program* – for small local transportation projects (with total costs of less than \$2 million) that will improve safety and mobility for all transportation users.
- *Complete Streets Master Plan* – established to implement the priority projects identified in the Complete Streets Master Plan. Projects funded through this program are generally greater than \$2 million.
- *Mobility Hub Program* – established to implement Mobility Hubs, which are transit access points with frequent transit service, high development potential, and a critical point for travel demand or transfers within the transit system. Funds in this program are available to support the collaborative development of mobility hubs as communities identify and commit to opportunities that further the objectives of this program.

More details about the types of projects funded by these programs are provided in Technical Report #15, and information about how projects were ranked within each of these funding programs are provided on page 21.

## Scenario Planning Analysis

In long-range transportation planning, scenario planning evaluates the effects of alternative policies, plans, or programs on the future of the community and/or region. In addition, it can provide insight to stakeholders and decisionmakers as they develop transportation plans. The scenarios allow stakeholders to explore and consider alternatives by evaluating the implications of alternative approaches to the transportation system. The goal of *Commitment 2045* was to develop five scenarios to evaluate different levels of transit investment and focus on key issues being faced in the Broward region today and expected in the future. The comparative evaluation of these five scenarios was then used to develop a Hybrid Scenario that informed the Needs Plan. The five scenarios identified for this effort are briefly described below; additional information about the scenarios is provided in Technical Report #6:

- *Trend Scenario* – continues recent trends in growth and transportation investments. Improvements included in this scenario were minor roadway projects that did not provide significant expansions of capacity. Transit improvements were not included, as the ability to significantly expand the transit system was not a possibility. In essence, this represented a cost-constrained scenario.
- *Compact Development Scenario* – aggressively pursues high-density development, infill, and redevelopment within key corridors. Improvements in this scenario were based on the Transit Vision and refocused growth projections to the corridors where investments in high-capacity transit were proposed. This scenario was not constrained by funding availability.
- *Technology Scenario* – aggressively pursues the advancement of emerging transportation technologies. Improvements in this scenario include conversion of existing managed lanes to technology corridors and the identification of additional arterial corridors that would accommodate automated, connected, electric, and shared (ACES) vehicles. Additional modifications to model variables were made to better reflect the benefits associated with the implementation of autonomous and connected vehicles, including increasing roadway capacity, reducing traffic signal delay, and reducing transit wait times. This scenario was not constrained by funding availability.
- *Resiliency Scenario* – responds to sea-level rise, severe weather events, and other forces. The approach for this scenario was to use the same projects as the Trend Scenario and remove any that were located on facilities identified as vulnerable in the “Extreme Weather and Climate Change Risk” study. This scenario was not constrained by funding availability.
- *Community Vision Scenario* – integrates individual community and agency visions. The improvements included in this scenario were projects submitted by local governments and partner agencies that could be coded as part of the transportation network. This scenario was not constrained by funding availability.

Six factors were identified for evaluating the performance of each of these scenarios, which were also linked to the project prioritization process—accessibility, mobility, safety, equity, economic vitality, and environmental stewardship. Table 1 provides definitions for each of these factors and the criteria used to measure them for the scenario planning process. Different criteria were established for the same six factors for the project prioritization process, as discussed later in this report.

**Table 1: Scenario Planning Evaluation Factors and Criteria**

Evaluation Factor	Evaluation Criteria
Mobility – providing high-speed and reliable travel between major activity centers and destinations. Focus is getting from one place to another as quickly as possible and typically is characterized by longer trips.	Hours of peak period delay
Accessibility – providing access and circulation within higher-density, mixed-use places; tend to be shorter trips.	Number of jobs within 30-min travel time for cars and transit
Safety – reducing number and severity of crashes.	Annual fatalities
Equity – ensuring that benefits and impacts shared among Broward’s population.	Composite of other measures <sup>1</sup>
Environmental Stewardship – protecting natural and built environments.	Daily carbon monoxide (CO) emissions
Economic Vitality – supporting economic activity and businesses.	Delay on roadways that carry >5% trucks

<sup>1</sup> To determine score for Equity, composite ranking developed through evaluation of results for equity areas in comparison with non-equity areas. For other five measures, score assigned +1 if measure moved in positive direction, 0 if measure unchanged, -1 if measure moved in negative direction. Total score for equity areas compared to total score for non-equity area for each scenario and composite ranking established based on difference between total scores.

SERPM was used to evaluate how the proposed networks of each scenario functioned relative to each other, specifically in relation to the six planning factors. Appendix A provides more details about the coding and evaluation of the scenarios using the travel demand model. The Resiliency Scenario could not be modeled, as there were no improvements proposed for vulnerable roadways.

Although the evaluation results were not expressed in a quantitative manner, they suggest that the Technology and Community Vision scenarios provide the best results, as they involved a combination of roadway and transit improvements. The Compact Development Scenario focused on transit-only

improvements, and the Trend Scenario was limited to minor roadway improvements.

The results from the Scenario Planning Analysis informed the list of needs both directly and indirectly. In some instances, projects identified in a specific scenario were included in the list of needs, whereas in other instances, the results influenced the approach to Broward Vision 2100. Figure 2 summarizes the results of the Scenario Planning analysis. Key takeaways from the effort are that a mixture of roadway and transit capacity improvements achieve better results than investing in one option over the other, technology enhancements such as connected vehicles improve travel times by reducing peak hour delay, and transit use increases when growth is concentrated around high-capacity lines. These findings are consistent with the RTP’s scenario planning analysis and results.

Figure 2: Summary of Scenario Planning Analysis Results

TREND	COMPACT DEVELOPMENT	RESILIENCY	TECHNOLOGY	COMMUNITY VISION
<ul style="list-style-type: none"> <li>Reflects historical investments.</li> <li>Established baseline for comparison.</li> </ul>	<ul style="list-style-type: none"> <li>Transit investments only.</li> <li>Growth redirected to transit corridors.</li> <li>Travel demand increased.</li> <li><b>Best performing scenario for transit use.</b></li> <li>Accessibility to jobs by transit improved.</li> <li>Roadway congestion worsened with lack of investment.</li> </ul>	<ul style="list-style-type: none"> <li>Intent was to limit future non-resiliency investments in vulnerable infrastructure.</li> <li>Could not be modeled, as no additional improvements were proposed for those facilities.</li> <li>Identified need for additional study of vulnerable facilities to address projected impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Mix of roadway and transit investments, including AV/ICV assumptions.</li> <li>Travel demand reduced slightly.</li> <li>Accessibility to jobs improved.</li> <li><b>Best performing scenario for congestion and safety improvements.</b></li> </ul>	<ul style="list-style-type: none"> <li>Mix of roadway and transit investments.</li> <li>Travel demand remained similar to trend.</li> <li>Transit mode share increased.</li> <li><b>Best performing scenario for job accessibility.</b></li> <li>Roadway congestion improved.</li> <li>Safety remained similar to trend.</li> </ul>

Table 2 shows how each scenario aligns with the Hybrid Scenario/Needs Plan and Broward Vision 2100. All projects in the Trend and Community Vision scenarios were included in the Needs Plan. Transit improvements from the Compact Development Scenario ultimately were included in the Needs Plan after additional network revisions that resulted from coordination with Broward County

Transit. Due to the public’s notable objection to managed lanes on arterials, this element from the Technology Scenario was not included in the Needs Plan and, instead, was included in the Vision 2100 Plan. A list of studies to determine the most appropriate way to mitigate for projected climate change impacts was included in the Needs Plan to reflect the Resiliency Scenario. The Resiliency Scenario is not included in Vision 2100. This does not mean that resiliency is not addressed in Vision 2100; rather, the Scenario Planning analysis did not identify specific resiliency projects that were included as part of the vision.

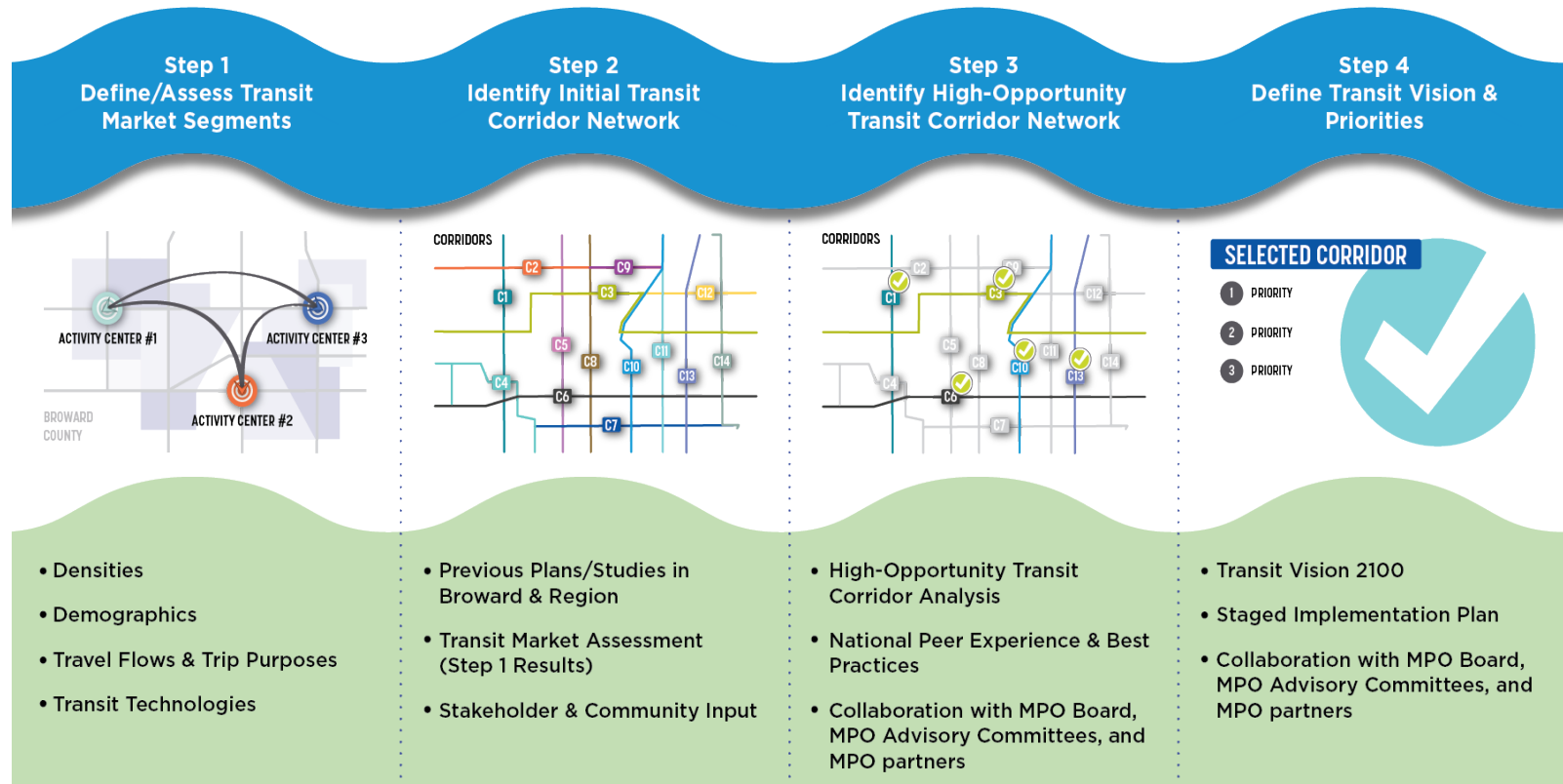
**Table 2: Integration of Scenario Planning Results into  
*Commitment 2045* MTP and Broward Vision 2100**

Scenario Name	Included in Hybrid Scenario/Needs Plan?	Included in Broward Vision 2100?
Trend	Yes	No
Compact Development	Yes	Yes
Resiliency	Yes	No
Technology	No	Yes
Community Vision	Yes	No

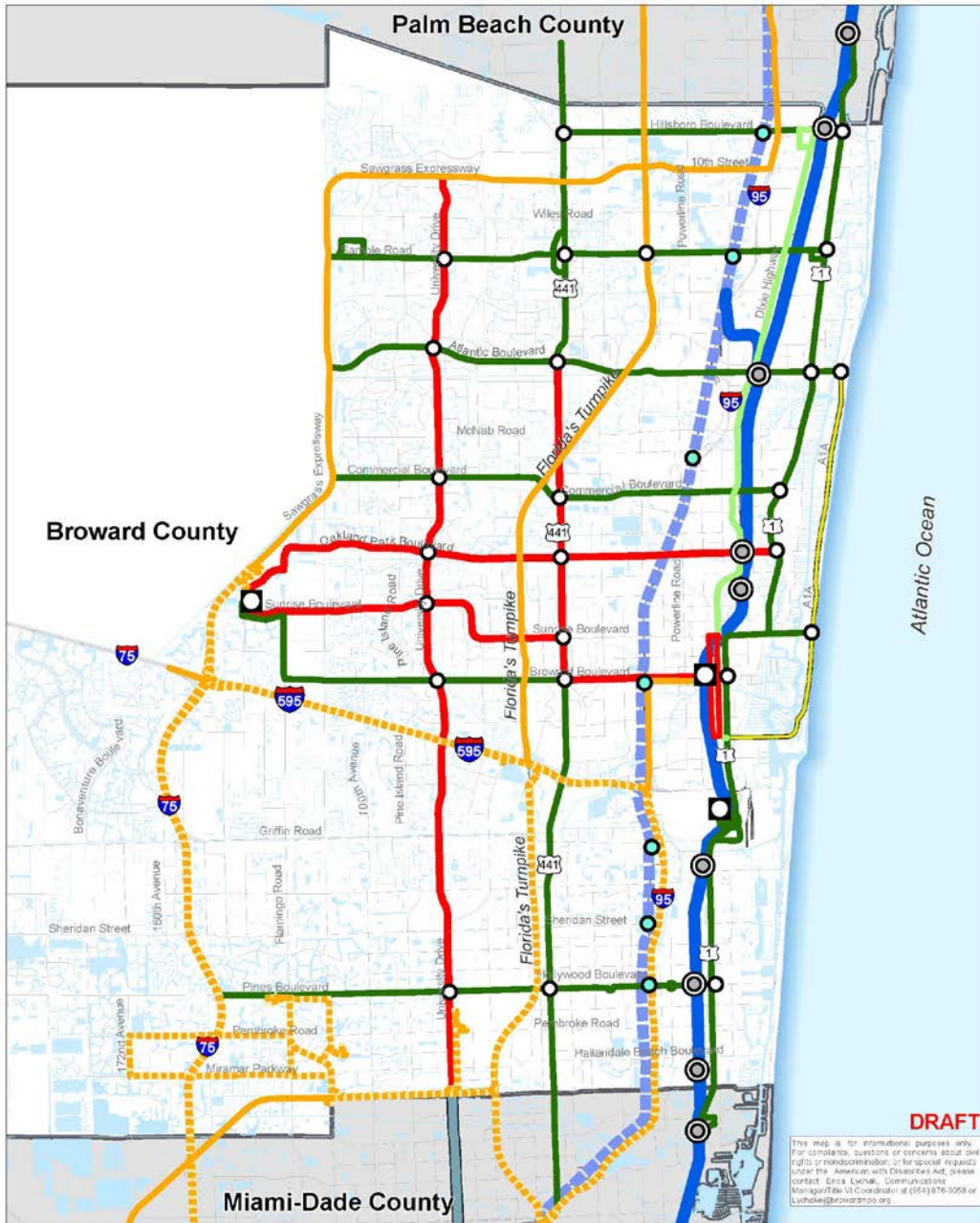
## Transit Needs

An evaluation of the transit needs in Broward was conducted as part of the Transit Vision that was developed in conjunction with the MTP effort. Technical Reports #7, #8, and #11 document these efforts in detail, which were made possible by additional funding from FTA specifically for the transit needs. A high-level summary of the process to determine transit needs is provided in Figure 3. Map 1 illustrates the transit needs, which were finalized following coordination meetings with BCT and SFRTA.

Figure 3: Transit Needs Evaluation Approach



Map 1: 2045 Transit Needs



<p><b>Existing Transit Service</b></p> <ul style="list-style-type: none"> <li> Express Bus</li> <li> Commuter Rail (Tri-Rail)</li> <li> Station (Tri-Rail)</li> </ul>	<p><b>Proposed Transit Service</b></p> <ul style="list-style-type: none"> <li> Beach Trolley</li> <li> Express Bus</li> <li> BCT Rapid Bus</li> <li> Fixed Guideway (&lt;math&gt;\leq 50\%&lt;/math&gt;)</li> <li> Fixed Guideway (&gt;50%)</li> <li> Commuter Rail (Coastal Link)</li> <li> SMART Plan (North Corridor)</li> </ul>	<p><b>Proposed Stations</b></p> <ul style="list-style-type: none"> <li> System to System Station<sup>1</sup></li> <li> Coastal Link Station</li> <li> Intermodal Center<sup>2</sup></li> </ul>	<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Local Bus not shown, assumed to operate on all major roads.</li> <li>2. Park-and-ride lots (all locations to be determined).</li> <li>3. Potential transit stations shown at system to system intersections; additional and/or actual locations to be determined in future corridor studies.</li> <li>4. 5 additional intermodal centers (all locations to be determined).</li> </ol>	<p>Source: Tri-Rail, OVR Map Date: 7/6/2019 Produced by Tri-Rail, OVR for the Broward MPO.</p>
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## Previous Plans and Studies

A review of previous plans and studies was conducted to assist with the identification of additional needs, specifically freight and goods movement. Appropriate projects from the South Florida Regional Freight Plan were included in the needs and discussed with the Freight Transportation Advisory Committee. Plans and studies reviewed as part of this effort are listed in Table 3.

**Table 3: Previous Plans and Studies Reviewed for *Commitment 2045* Needs**

Previous Plan and Studies
Broward County Potential Greenway System (no date provided)
Broward MPO Bicycle & Pedestrian Safety Action Plan, March 2018
Broward MPO South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project, April 2015
Port Everglades 2014 Master/Vision Plan, June 2014
SFRTA Forward Plan: FY 2018–2027 Transit Development Plan, 2017 Update
Broward County Transit 2019–2028 Transit Development Plan, December 2018
Broward MPO Extreme Weather and Climate Change Risk to the Transportation System in Broward County, Florida, September 2016
Fort Lauderdale – Hollywood International Airport Master Plan, 2008
Southeast Florida Regional Freight Plan 2014 Update, April 2015
2045 SIS Multi-Modal Unfunded Needs Plan: FDOT District 4 Projects, March/April 2017

## 2045 Needs Plan

The 2045 Needs Plan comprises projects identified through the Call for Projects, the Scenario Planning Analysis, the Transit Vision, a review of previous plans and studies including Commitment 2040, collaboration with partners, a review of the travel demand model results for 2045, coordination among Broward MPO staff, and public participation. The needs are multimodal, from greenways and transit centers to roadway widenings and freight rail improvements. Table 4 summarizes the 2045 Needs Plan by mode and estimated cost.



Table 4: 2045 Needs Summarized by Mode

Mode	Estimated Cost*
Bicycle & Pedestrian	\$500–\$520 million
Greenways	\$20–\$47 million
Public Transportation (includes park-and-ride lots, new transit service, transit centers, and transit stops)	TBD**
Roadways	\$1.2 billion
Freight (includes new rail facilities, port projects, and grade separations*** to improve safety)	\$1.3 billion
<b>Total for 2045 Needs Plan</b>	<b>TBD</b>

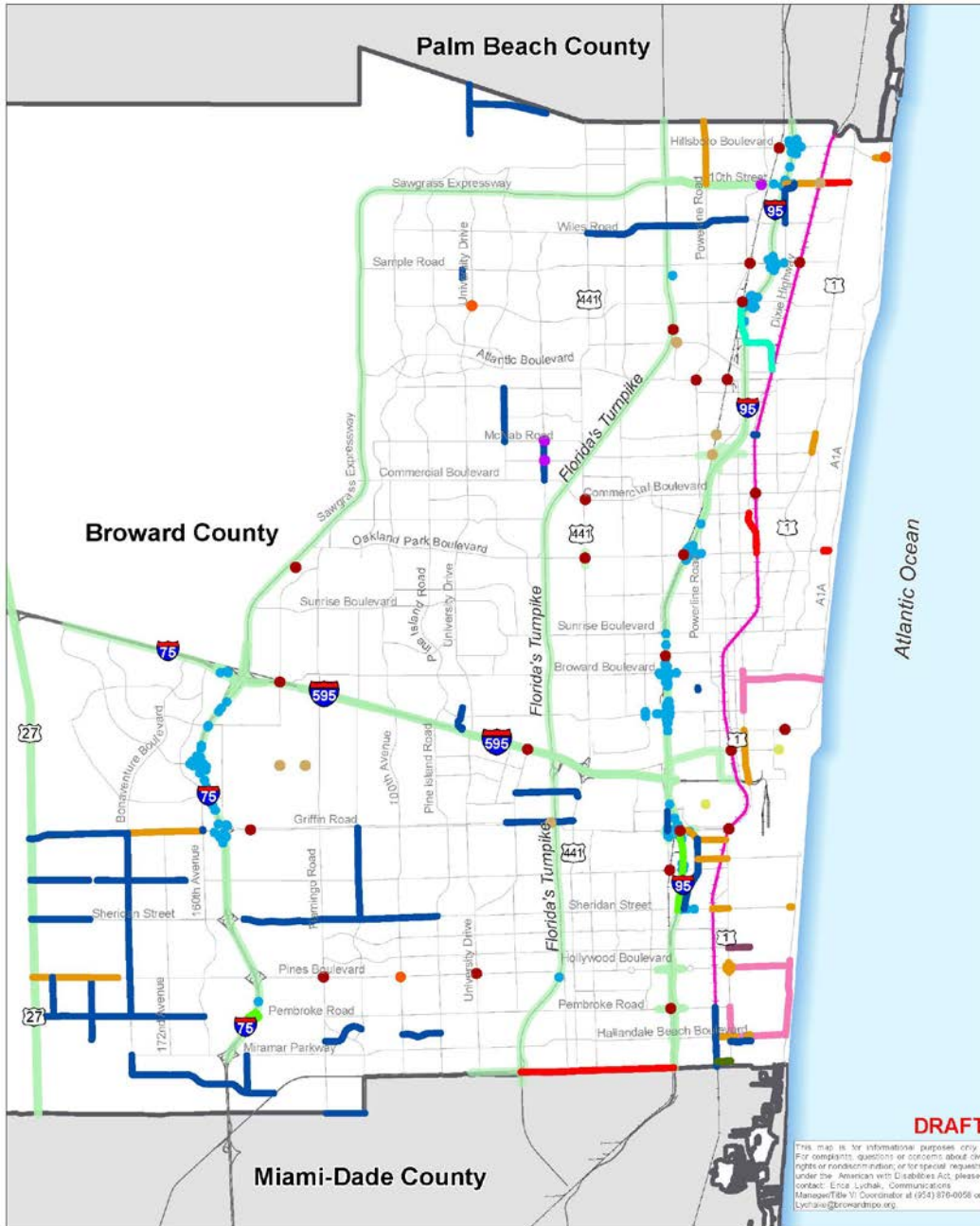
\*Range of costs provided for modes where projects may not have been sufficiently defined.

\*\*To be determined by future work with Broward County and its Mobility Action Plan (surtax projects).


\*\*\*Cost estimates assume that roadway will be elevated or depressed over railroad tracks.

Map 2 shows the identified Roadway Needs for *Commitment 2045*. The categories in the map legend include Capacity Projects, which are widening or turn-lane addition projects; Bridge Projects, which are either bridge rehabilitation/replacement or adding turn-lane projects; interchange/intersection projects, which include improvements to interstate highway interchanges or intersection improvements for non-interstate roadways, center turn overpasses, or grade separations at railroad tracks; and areawide projects, which are multiple projects of the same type (Capacity or Bridge) proposed within different areas of the highlighted municipalities.

Map 2: 2045 Roadway Needs



State Projects		Non-State Projects	
<span style="color: red;">●</span> Capacity	<span style="color: blue;">●</span> SIS Interchange	<span style="color: purple;">●</span> Capacity	<span style="color: blue;">●</span> Capacity
<span style="color: red;">●</span> Interchange/Intersection	<span style="color: yellow;">●</span> SIS Airport/Port	<span style="color: purple;">●</span> Interchange/Intersection	<span style="color: green;">●</span> Multimodal Study
<span style="color: orange;">●</span> Capacity	<span style="color: pink;">●</span> SIS Transit	<span style="color: blue;">—</span> Capacity	<span style="color: purple;">—</span> Resiliency Study
<span style="color: green;">●</span> Interchange/Intersection	<span style="color: lightgreen;">●</span> SIS Capacity/Interchange		
<span style="color: red;">—</span> Pompano Connection	<span style="color: magenta;">—</span> SIS Rail		
<span style="color: red;">—</span> Multimodal Study/Improvements			
<span style="color: pink;">—</span> Resiliency Study			



0 1 2 Miles

Source: Tindle Oliver

Map Date: 6/05/2019

Produced by Tindle Oliver for the Broward MPO

# Project Prioritization

Prior to prioritizing, projects were separated into the six funding programs established for the MTP—Roadway, Transit, Systems Management/Safety, Complete Streets and Localized Initiatives, Complete Streets Master Plan, and Mobility Hubs. Only projects assigned to the Roadway and Transit funding programs were prioritized through the process described in this section, as the remaining four funding programs have their own prioritization criteria and process established or in development on an annual or periodic basis.

The prioritization criteria are based on the MTP goals and objectives (adopted by the Broward MPO Board on May 10, 2018, and documented in Technical Report #3), include relevant required Performance Measures identified in the FAST Act and reflect measures used in the Scenario Planning process. In total, 21 criteria, listed in Table 5, were identified for prioritizing projects in an approach that was designed to be mode-neutral by focusing on the movement of people and goods as opposed to vehicles.

Table 5: Project Prioritization Criteria for *Commitment 2045*

Planning Factor	Criteria
Mobility	Impact on single-occupant vehicle (SOV) travel
	Impact on vehicle miles traveled (VMT)
	Impact on person capacity
	Impact on peak period delay/transit travel time
Accessibility	Impact on transit ridership
	Activity center access and reliability (measured by peak-hour travel time or transit frequency to key activity centers)
	Impact on multimodal connectivity
Safety	Safety improvements at high-crash locations
	Safety improvements at non-high-crash locations
	Multimodal safety (measured by safety improvements at identified pedestrian and bicycle crash hot spots and/or within key activity centers)
Equity	Impact on transit service frequency
	Impact on transit services (frequency and connectivity) within equity areas
	Impact on travel time savings within equity areas
	Improvements to multimodal safety within equity areas
	Community impacts (measured by potential for impacts to existing residences and businesses)
Environmental Stewardship	Improvements related to sea-level rise mitigation/extreme weather resiliency
	Impact on greenhouse gas and precursor emissions
	Potential for impacts to wetlands, floodplains, and natural and historic resources
Economic Vitality	Freight and goods movement (measured by impact on travel time reliability or operations on corridor identified on national highway freight network or corridor with truck percentage of 5% or more)
	State of good repair (measured by impacts on infrastructure rated as fair or poor condition)
	Economic development (measured by impact on access to key activity centers)

To provide for consistency between the Prioritization Process and Scenario Planning efforts, it was decided that the prioritization criteria would be grouped into the same six planning factors used for the scenario evaluation—mobility, accessibility, safety, equity, environmental stewardship, and economic vitality. Each of the six planning factors was given a weighted value to align it with its importance to the community. The weighting values were determined through an interactive polling process with the Technical Advisory Committee (TAC), Community Advisory Committee (CAC), Local Coordinating Board (LCB), and MPO Board. The values obtained were averaged and resulted in the following:

- Mobility – 20.5
- Equity – 14.3
- Accessibility – 20.8
- Environmental Stewardship – 12.8
- Safety – 18.7
- Economic Vitality – 13.0

The prioritization process was endorsed by the Broward MPO Board during its November 14, 2018, meeting following several discussions with the TAC and the CAC in September and October 2018.

Projects were scored using the criteria shown in Table 5. To determine appropriate scores, projects were analyzed using ArcGIS. Data layers, such as wetlands, floodplains, and environmentally sensitive lands, were used to determine if the proposed project had the potential to impact these areas. Details about this GIS analysis are provided in Appendix B.

These scores were then normalized by dividing the resulting number by the total points possible for each factor. The weight was applied, and the scores for each factor were added to create a final score for each project. An example of this scoring process is shown in Figure 4.

Projects were given an ordinal rank based on their total score. Projects with the same total score were given the same ordinal rank, also illustrated in Figure 4. The complete list of prioritized projects, which is included in Appendix C, was presented to the Broward MPO's TAC and CAC in February 2019 for their review and approved by the MPO Board in April 2019. Note that projects included in

Appendix C may vary from the final list of projects reflected in the Cost Feasible Plan. Any differences are the result of continued collaboration with project sponsors, especially FDOT regarding the SIS projects.

Figure 4: Project Prioritization Scoring & Ranking Examples

Project Name & Limits		Hypothetical Avenue (Here to There)			Project Name	Weighted Score	Rank
Description:		Widen from 2 to 4 Lanes			Transit Project A	45.551	1
Planning Factor	Raw Score / Max Score	Normalized Score	Weighting	Weighted Score	Transit Project B	40.111	2
Mobility	6 / 8	0.750	20.5	15.375	Hypothetical Avenue	35.801	3
Accessibility	2 / 6	0.333	20.8	6.933	Theoretical Avenue	35.801	3
Safety	2 / 5	0.400	18.7	7.480	Railroad Crossing 1	32.356	5
Equity	-1 / 8	-0.125	14.3	-1.787	Railroad Crossing 2	32.356	5
Environment	0 / 4	0.000	12.8	0.000	Railroad Crossing 3	32.356	5
Economy	3 / 5	0.600	13.0	7.8000	Local Road A	30.857	8
<b>Total Weighted Score</b>				<b>35.801</b>			

## Needs Plan by Funding Program

After scoring the eligible projects, they were separated into the two funding programs, Roadway and Transit. Roadway projects were further subdivided by their facility ownership, either “on” or “off” the State Highway System (SHS). For the final Cost Feasible Plan, roadway projects were regrouped as a single set of projects while maintaining the prioritization from the “on” and “off” SHS subsets. Transit projects were reviewed to determine if operating and maintenance funding was available. If there was no commitment to fund operations and maintenance, the projects were removed from consideration in the Cost Feasible Plan.

# Appendix A: Scenario Planning Analysis Evaluation Using SERPM 8

## Introduction

The goal of *Commitment 2045* is to identify future transportation needs driven by the growing population, employment, and economy in Broward. As part of developing the needs, the plan explored different scenarios of transportation improvements to address those needs. The impact of these improvements was examined with a robust travel demand forecasting model to make sure that the limited available funding is prioritized appropriately. This appendix summarizes the travel demand modeling effort related to the Scenario Planning Analysis.

Five 2045 scenarios were examined to assess future transportation needs, referred to as the Trend, Community Vision, Technology, Compact Development and Resiliency scenarios. The future transportation impacts were analyzed using SERPM Version 8. The scenarios were compared to the Trend to understand their effect on accessibility/connectivity, mobility, safety, environment and economic development. The key performance measures used in the scenario evaluation and the results of the scenario comparison are summarized in this appendix.

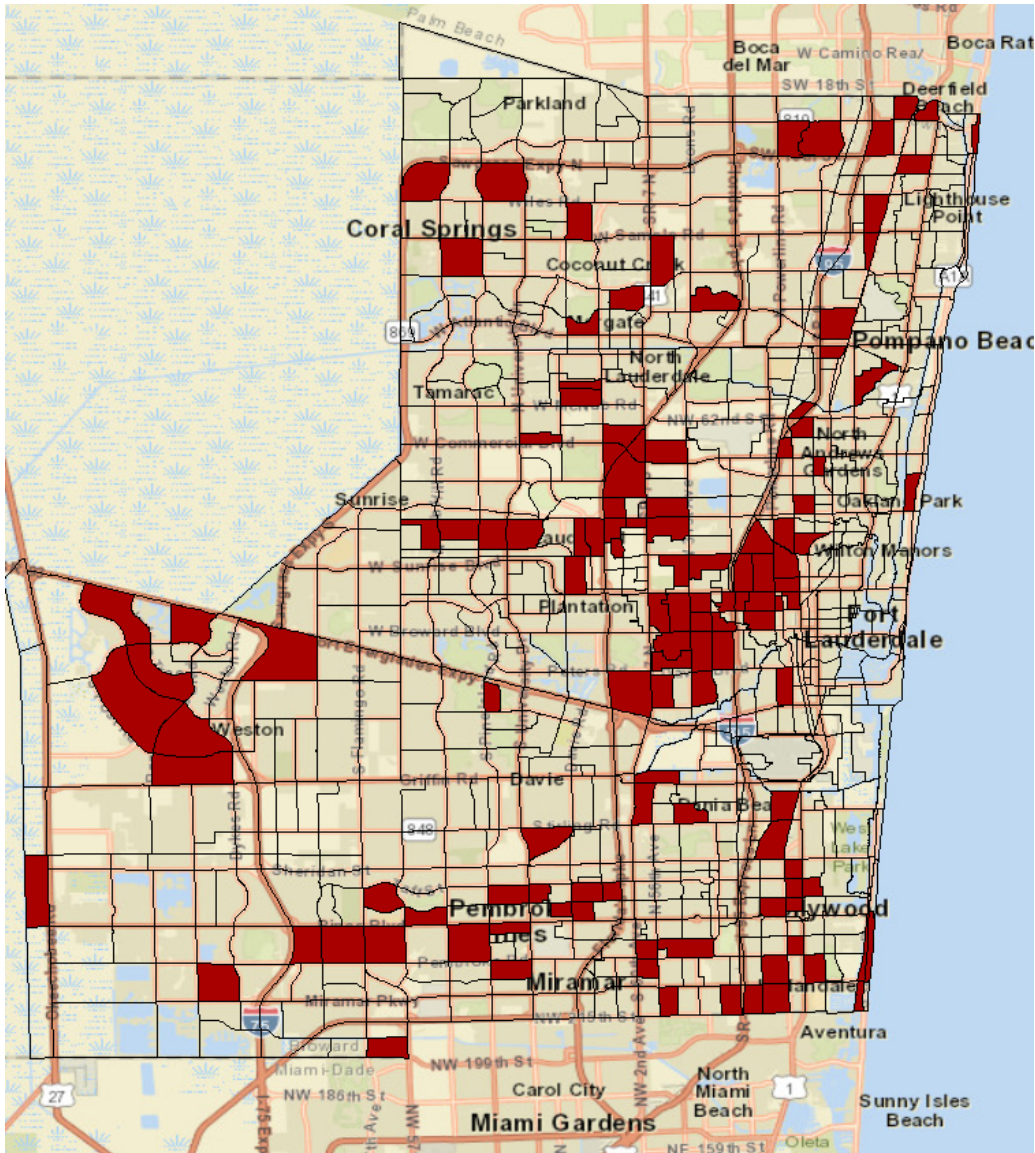
## Analysis Areas

The scenario comparison was conducted for the entire county as well as for residents of equity areas within the county. The equity areas refer to the areas within Broward with a higher-than-average proportion of populations protected under Title VI and Environmental Justice (EJ). Because the Broward MPO has incorporated Title VI requirements and EJ principles into its various planning programs, the performance measures are estimated separately for equity and non-equity areas within Broward.

The Broward MPO's "Transportation Planning Equity Assessment Equity Score Calculation Methodology" report was used to identify the transportation planning

equity areas. This report documents the methodology used to define equity areas in Broward based on the concentration of populations protected under Title VI and EJ. For the Scenario Planning Analysis, the equity areas are those areas with an equity composite score of “high” or “very high.” The equity areas identified are shown in Map A-1.

Map A-1: Traffic Analysis Zones Identified as Equity Areas





## Scenario Descriptions

Five scenarios were evaluated—Trend, Community Vision, Technology, Compact Development, and Resiliency. Table A-1 provides an overview of the major roadway, transit, and regional growth improvements examined by each scenario. The improvements or changes shown are in comparison to the 2045 Existing + Committed (2045 E+C) network and the projected 2045 population and employment. The Technology scenario is the only scenario that offers changes in all three categories. The Trend scenario, in contrast, exhibits the least improvements. The details of these improvements are discussed further below.

Table A-1: Improvements Coded for Each Scenario

Scenario	Highway Network	Transit Network	Population and Employment
Trend	<ul style="list-style-type: none"> <li>• 56 lane-mi added to network (+1.1%)</li> <li>• Conversion of five signalized intersections to signalized center turn overpass intersections</li> </ul>	No change	No change
Community Vision	138 lane-mi added to network (+2.7%)	<ul style="list-style-type: none"> <li>• 19 new bus routes</li> <li>• 1 new light rail transit line (11 mi)</li> <li>• 1 new automated guideway rail line (4 mi)</li> </ul>	No change
Technology*	<ul style="list-style-type: none"> <li>• Capacity of major roadways increased by 20%</li> <li>• Capacity of minor street increased by 10%</li> <li>• Delay at signalized intersections dropped by 30%</li> <li>• Crash rate dropped by 20%</li> <li>• Air pollutants dropped by 50%</li> </ul>	<ul style="list-style-type: none"> <li>• Transit wait times** decreased by 25%.</li> <li>• 3 new Bus Rapid Transit (BRT) routes (31 miles)</li> <li>• 2 new LRT lines (30 miles)</li> </ul>	5% increase in telecommuting workforce
Compact Development	No change	<ul style="list-style-type: none"> <li>• 17 new bus routes</li> <li>• 3 new Express routes (130 mi)</li> <li>• 2 new LRT lines (30 mi)</li> <li>• New regional Tri-Rail Coastal Link (80 mi)</li> </ul>	Redistribution of population/employment to transit corridors

Resiliency	Removal of any non-resiliency-focused improvements identified in Community Vision proposed on facilities identified as vulnerable***	Removal of any non-resiliency-focused improvements identified in Community Vision proposed on facilities identified as vulnerable***	No change
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\* Improvements limited to technology corridors identified in Transit Vision.

\*\* Initial wait time and transfer wait time.

\*\*\*Vulnerable facilities identified in South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project.

### Trend Scenario

The focus of this scenario is on non-major roadway capacity improvements. It examines the implementation of the Broward’s Mobility Action Plan (surtax) roadway capacity improvement projects plus optimizing the capacity of five signalized intersections. There are no transit improvements in the Trend Scenario. Table A-1-1 in Appendix A-1 shows the projects coded into the roadway network.

### Community Vision Scenario

In addition to Broward’s Mobility Action Plan roadway and transit projects, this scenario examines the implementation of more than 40 roadway and transit projects selected from the Call for Projects list. This scenario extends the 2045 E+C network by adding 140 lane miles to the roadway network and 19 bus routes, one light-rail transit (LRT) line and one automated guideway rail line. Table A-1-2 in Appendix A-1 shows projects coded into the roadway and transit networks.

### Technology Scenario

This scenario investigates the impact of emerging technology on the transportation system. As part of this scenario, the following assumptions are applied to the technology corridors displayed in Map 2:

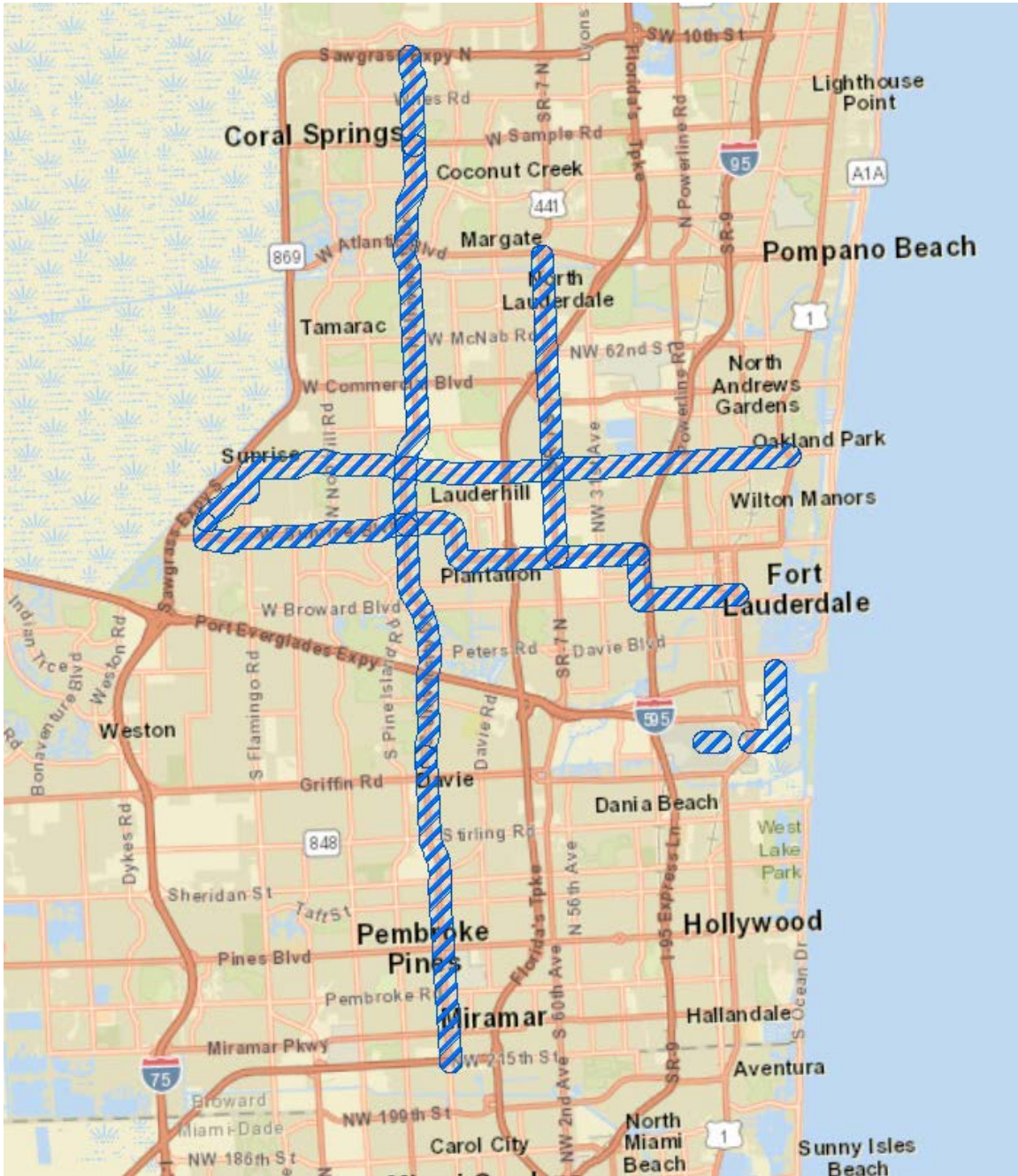
- Capacity of major roadways increases by 20%
- Capacity of minor streets increases by 10%
- Delay at signalized intersections decreases by 30%
- Transit wait times decrease by 25%
- Crash rates decrease by 20%

- Air pollutants emissions decrease by 50%
- Premium transit services, LRT and BRT, added to Technology Corridors

The Technology scenario also reflects an increase of 5% in the telecommuting workforce relative to the E+C network; whereas the E+C network predicts that approximately 8% of the workforce telecommutes, the Technology scenario predicts that approximately 13% of workers telecommute. This includes persons that work from home permanently and persons that telecommute less than five days per week. The increase in telecommuting is expected to relieve traffic congestion during the peak hours, when most workers travel to and from work.

Table A-1-3 in Appendix A-1 shows projects coded into the roadway and transit networks.

Map A-2: 2045 Technology Corridors



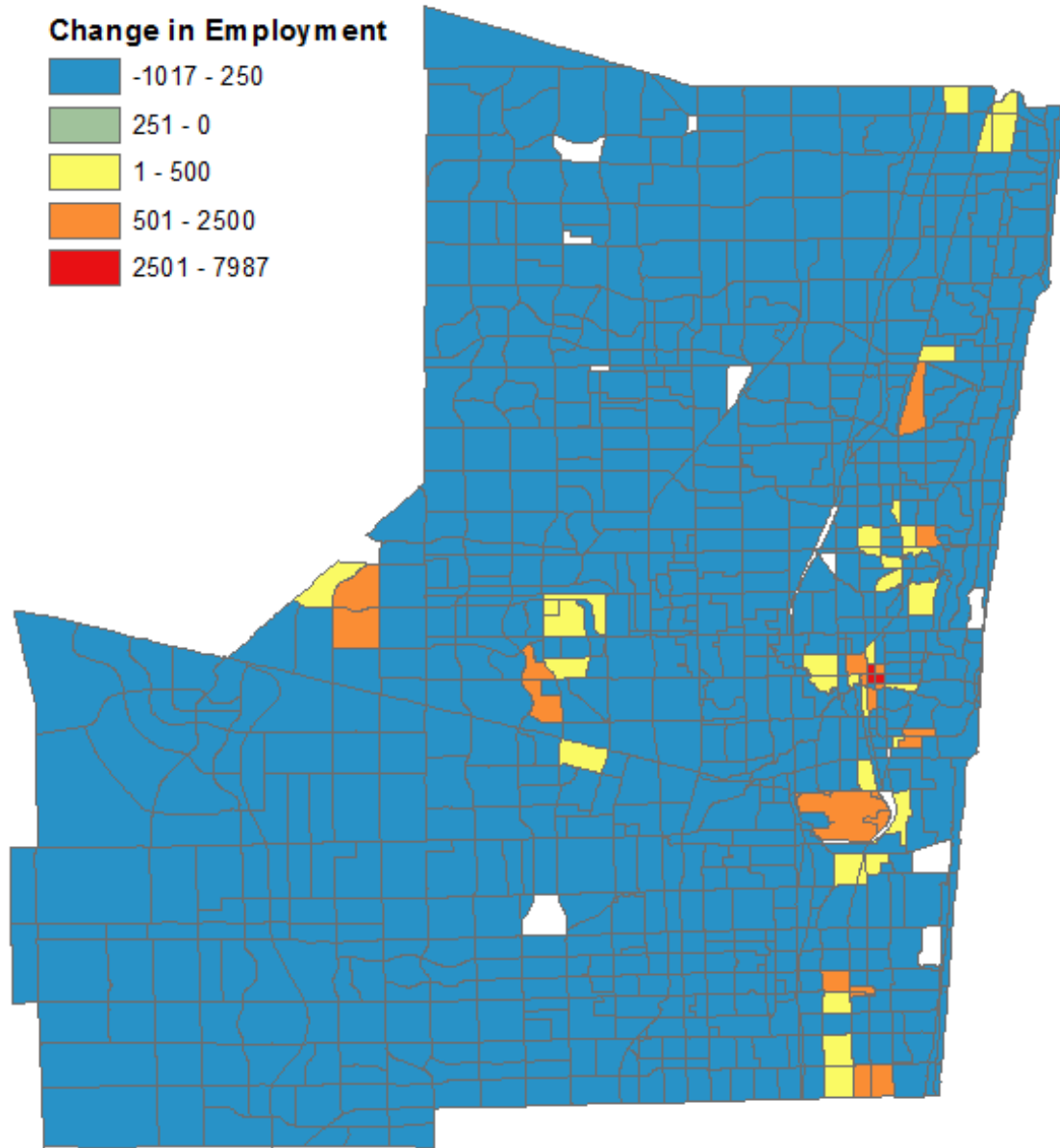
## Compact Development Scenario

The focus of this scenario is on transit development. New premium transit services, including Tri-Rail Coastal Link, LRT lines, and Express routes, are added to the transit network. This scenario also redistributes population and employment to areas well-served by transit. Maps A-3 and A-4 show the proposed change in employment and population at the TAZ level relative to the 2045 E+C network, respectively. This scenario assumes that population and jobs from all over the county relocate to areas in closed proximity to the proposed premium transit services. Table A-1-4 in Appendix A-1 shows projects coded into the roadway and transit networks.

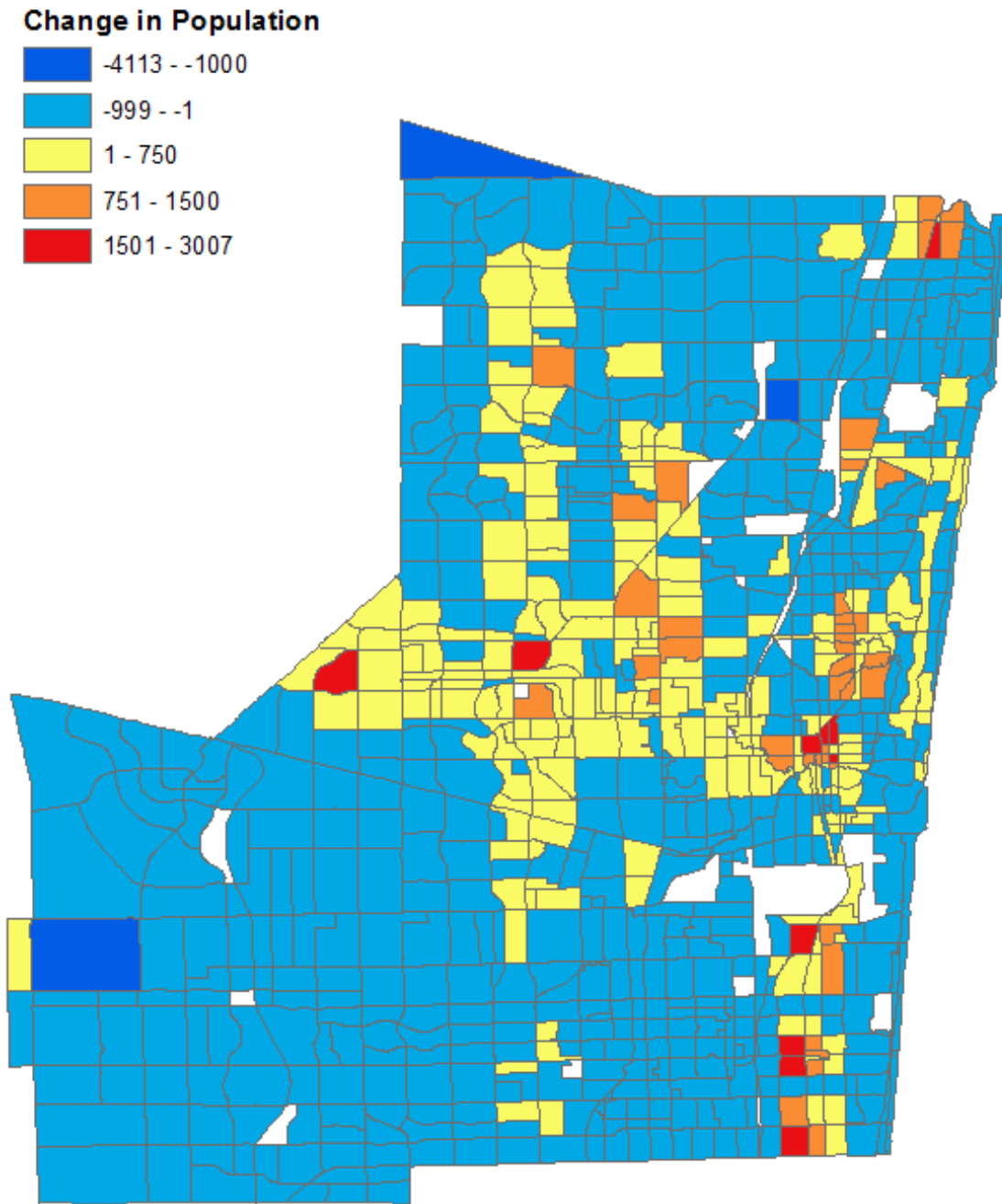
## Resiliency Scenario

After an initial assessment, the Resiliency Scenario was dropped from further performance metrics assessment, as there were no improvements proposed on vulnerable facilities.

Map A-3: Redistribution of Projected 2045 Employment  
for Compact Development Scenario



Map A-4: Redistribution of Projected 2045 Population for Compact Development Scenario



## Scenario Evaluation

Appendix A-2 provides detailed information on the SERPM8 modeling results for county-wide, equity, and non-equity areas. The scenarios are compared against the Trend Scenario using different performance measures for mobility, accessibility/connectivity, safety, environment, and economic development. It should be noted that the county-wide performance measures account for all trips predicted on Broward roadways, including trips made by Broward residents and those made by residents of Palm Beach, Miami-Dade, and other counties outside the SERPM region. The Equity and Non-Equity performance measures account only for trips made by Broward residents. As shown in Table A-2, 12.4% of vehicle trips on Broward roadways are made by residents of Palm Beach and Miami-Dade counties.

Table A-2: Regionwide Vehicle Trip Distribution (E+C Network)

Trip Origin	Traveler Residence County			
	<i>Palm Beach</i>	<i>Broward</i>	<i>Miami-Dade</i>	<i>Total</i>
Palm Beach	93.9%	5.9%	0.3%	100.0%
Broward	5.1%	87.6%	7.3%	100.0%
Miami-Dade	0.5%	6.6%	92.9%	100.0%

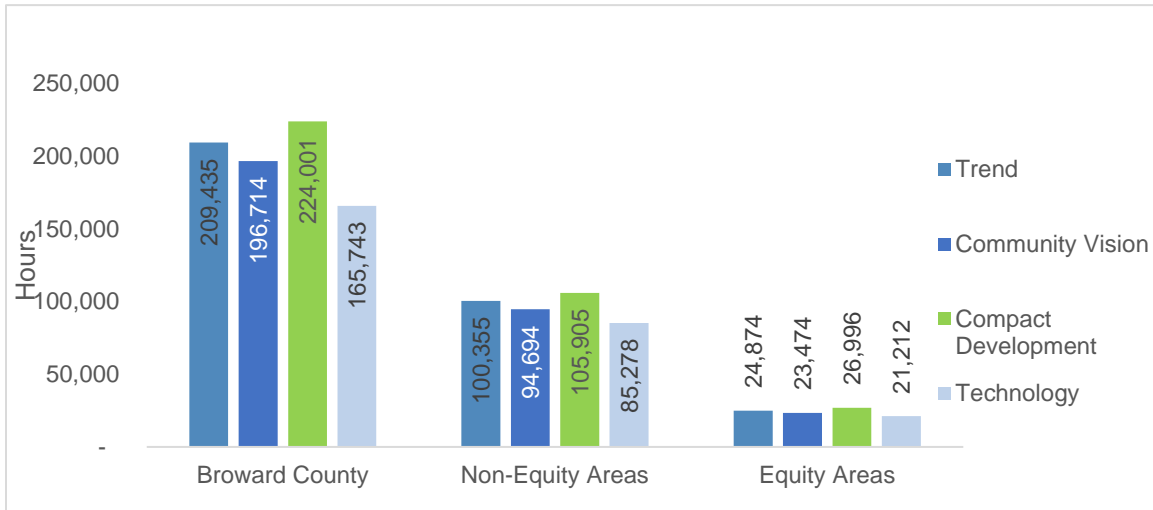
This section highlights the most significant scenario evaluation findings.

### Mobility

Vehicle delay was chosen as the key mobility metric and is defined as excess travel time relative to free-flow conditions. Figure A-1 compares the total vehicle delay during peak periods across all scenarios. The Technology Scenario results in the lowest delay to travelers at all geographical levels. Telecommuting workforce and roadway network capacity increases are the factors that contributed the most to reduce travel delay.



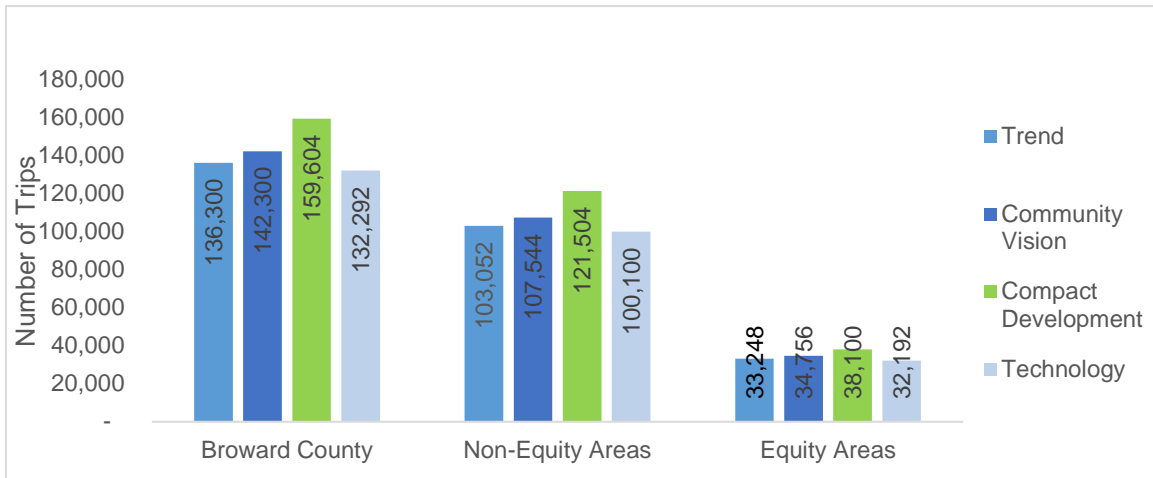
**Figure A-1: Vehicle Hours of Delay by Scenario**



### Transit Trips

Due to varying focuses on transit infrastructure improvements among the scenarios, there are significant differences in transit-based performance, as shown in Figure A-2. The Compact Development Scenario outperforms other scenarios for this measure due to its plan for creating opportunities for people to live and work closer to transit systems.

**Figure A-2: Total Transit Trips by Scenario**

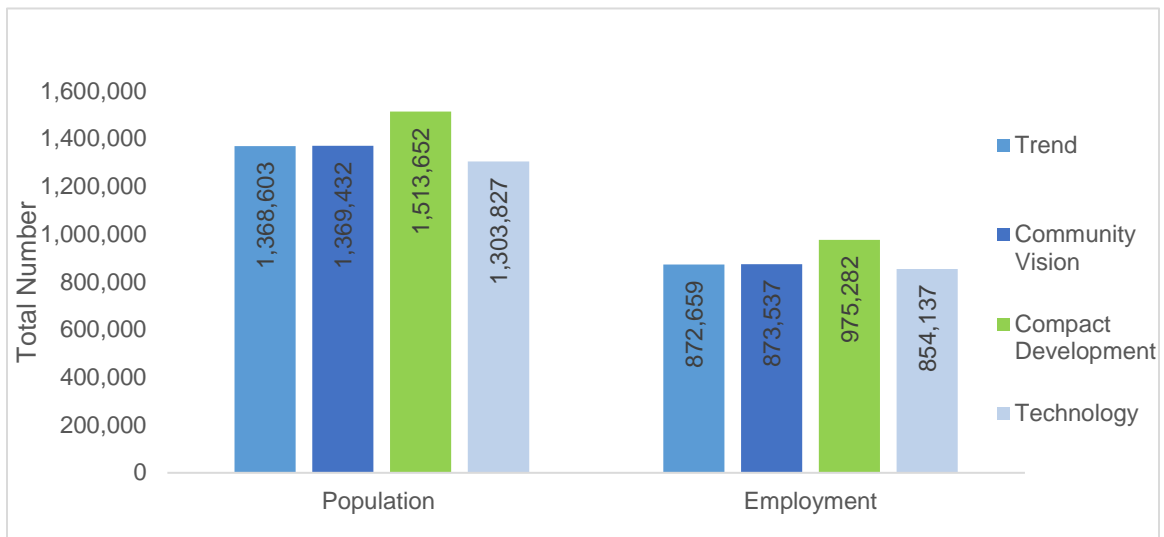


## Accessibility

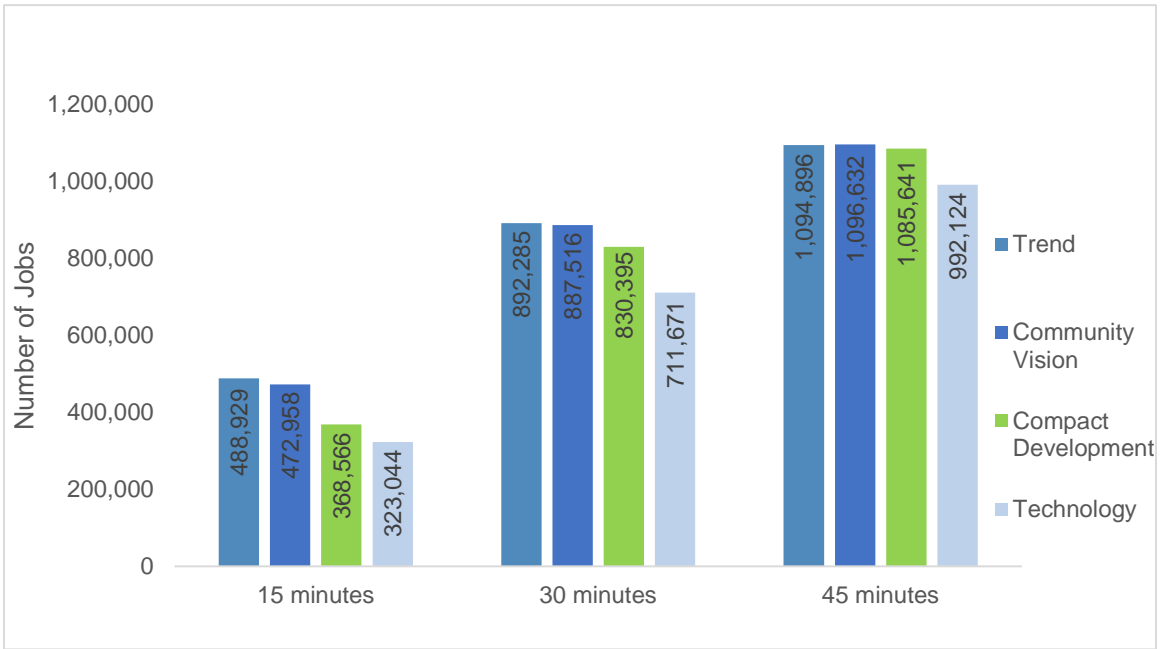
The Technology and Community Vision scenarios improve the roadway network by increasing capacity and decreasing travel times, which results in higher accessibility for auto users. On the other hand, for transit users, the Compact Development and Community Vision scenarios provide the highest accessibility by adding new transit services and improving existing ones. Figure A-3 shows the demographic coverage within one-quarter mile of transit stops. As the Compact Development scenario relocates people and jobs closer to transit systems, more people have good access to transit.

Figures A-4 through A-6 show the number of jobs accessible within 15, 30, and 45 minutes of transit in-vehicle travel time . The Community Vision Scenario comprises the most extensive transit network of all scenarios and therefore provides the highest accessibility to jobs in Broward.

**Figure A-3: Population and Employment within One-Quarter Mile of Transit Stops by Scenario**



**Figure A-4: Number of Jobs Accessible by Transit Travel Time by Scenario**



**Figure A-5: Number of Jobs Accessible by Transit Travel Time in Non-Equity Areas by Scenario**

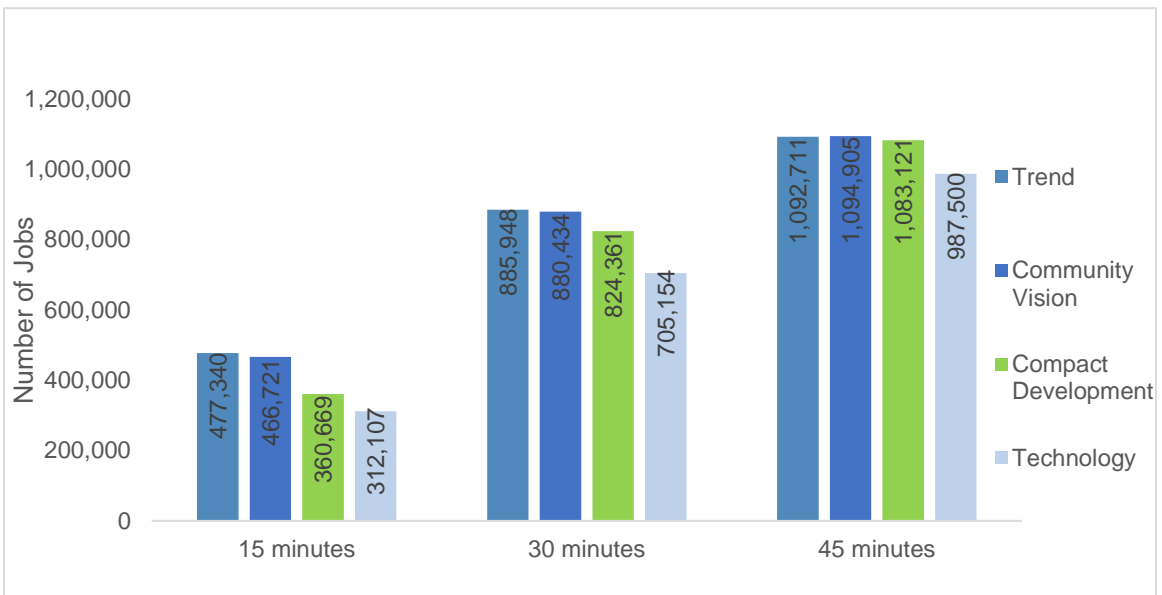
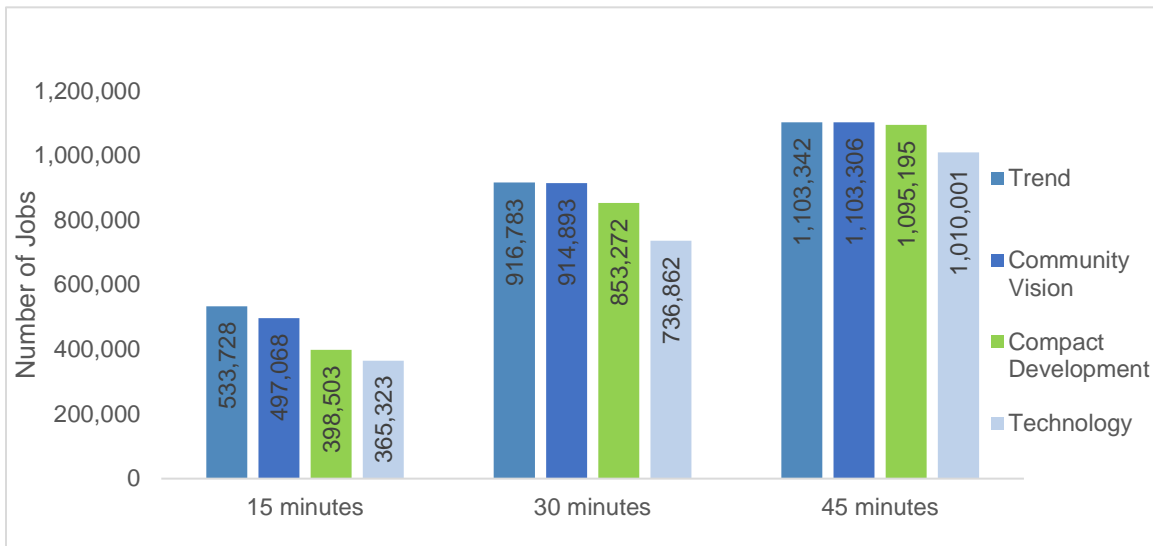


Figure A-6: Number of Jobs Accessible by Transit Travel Time in Equity Areas by Scenario



## Environment

The environmental impact associated with these scenarios is measured by the quantity of mobile emissions. Figure A-7 shows daily carbon monoxide (CO) emissions across the different scenarios. The Technology and Community Vision scenarios are the most environment-friendly scenarios, due to their improved transit service and roadway network.

## Economic Development

The economic development associated with the scenarios was measured by the average travel time to major activity centers. Figure A-8 shows the average auto travel time to activity centers, with more than 5,000 employees per square mile. Activity centers are most accessible in the Technology Scenario, due to the technology corridors that serve these activity centers.

Figure A-7: Daily Carbon Monoxide Emissions

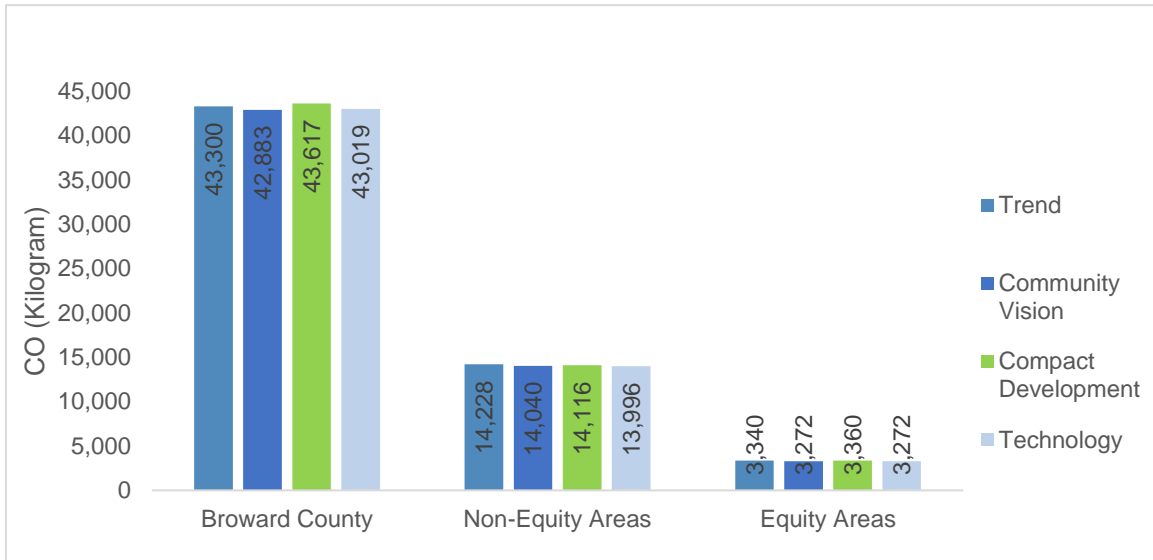
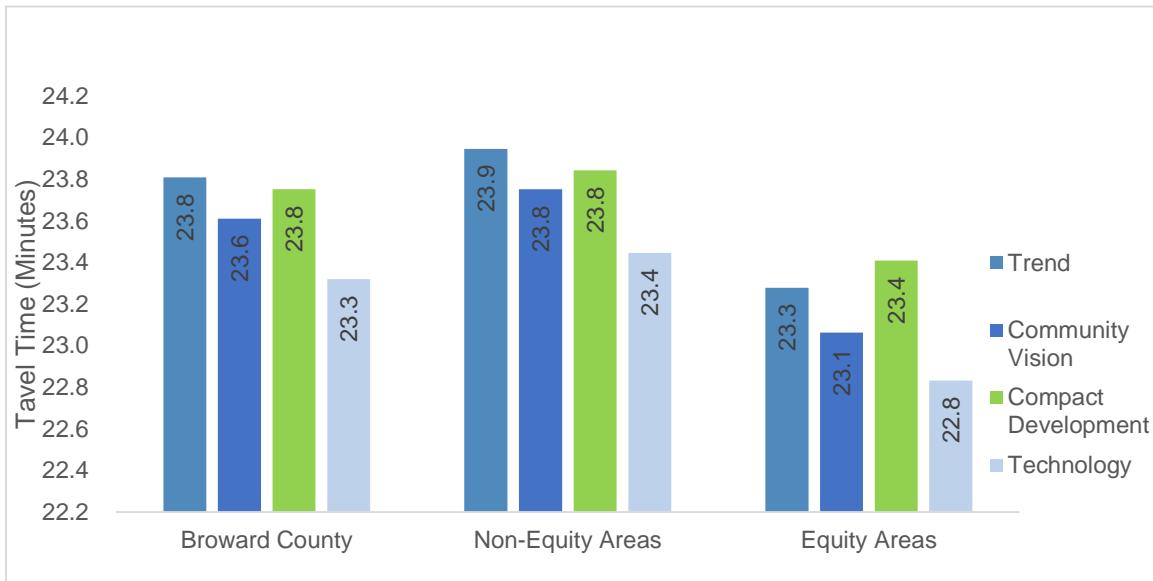


Figure A-8: Average Auto Travel Time to Major Activity Centers



## Summary

Overall, the Technology Scenario provides the least-congested network for auto users. In this scenario, the delay during peak periods drops by 22% relative to the E+C network. The Compact Development and Community Vision Scenario provides the highest accessibility to transit services, and, thus, the number of transit users increases considerably in these scenarios. No scenario has disproportionate adverse or beneficial effect on the equity population and is therefore neutral with respect to impact on populations protected under Title VI and Environmental Justice.

# Appendix A-1

## List of Projects by Scenario

Table A-1-1: Trend Scenario Projects

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
172	Pine Island Rd	Capacity expansion	Widen from 4 to 6 lanes for 2.0 mi
173	Nob Hill Rd	Capacity expansion	Widen from 4 to 6 lanes for 1.7 mi
174	Sheridan St	Capacity expansion	Widen from 4 to 6 lanes for 1.1 mi
175	Griffin Rd	Capacity expansion	Widen from 4 to 6 lanes for 2.2 mi
176	Nob Hill Rd	Capacity expansion	Widen from 4 to 6 lanes for 1.1 mi
177	Broward Blvd	Capacity expansion	Widen from 4 to 6 lanes for 0.8 mi
178	Pine Island Rd	Capacity expansion	Widen from 4 to 6 lanes for 1.3 mi
179	Nob Hill Rd	Capacity expansion	Widen from 4 to 6 lanes for 1.3 mi
180	Sheridan St	Capacity expansion	Widen from 4 to 6 lanes for 1 mi
181	Coral Ridge Dr	Capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
182	Sheridan St	Capacity expansion	Widen from 4 to 6 lanes for 1.0 mi
183	Miramar Pkwy	Capacity expansion	Widen from 4 to 6 lanes for 1 mi
184	Douglas Rd	Capacity expansion	Widen from 4 to 6 lanes for 1 mi
185	Sheridan St	Capacity expansion	Widen from 4 to 6 lanes for 1 mi
186	Miramar Pkwy	Capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
187	Ravenswood Rd	Capacity expansion	Widen from 2 to 4 lanes for 0.6 mi
188	Coral Ridge Dr	Capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
189	Military Tr	Capacity expansion	Widen from 4 to 6 lanes for 1.5 mi

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
755	Oakland Park Blvd @ SR-7 – Center Turn Overpass	Intersection	Center turn overpass
756	SR-7/US-441 @ Atlantic Blvd – Center Turn Overpass	Intersection	Center turn overpass
757	Pines Blvd @ Flamingo Rd – Center Turn Overpass	Intersection	Center turn overpass
758	Atlantic Blvd @ Powerline Rd – Center Turn Overpass	Intersection	Center turn overpass
759	University Dr @ Pines Blvd – Center Turn Overpass	Intersection	Center turn overpass
760	Hammondville Rd @ Turnpike Entrance – On-ramp to Turnpike	Intersection	Center turn overpass

Table A-1-2: Community Vision Scenario Projects

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
Varies	Varies	Varies	All projects from Table A-1
1	W Hillsboro Blvd Extension	New road construction	New 4-lane divided roadway with bike lanes and 8-foot sidewalks
2	University Dr 4-Laning	Add lanes & reconstruct	Widening University Dr from 2 to 4 lanes with bike lanes and sidewalks
4	Hallandale Beach Blvd Bypass	Add lanes & reconstruct	Install 4-lane bi-directional express bypass on Hallandale Beach Blvd across FEC rail lines; install express left-turn bypass on WB Hallandale Beach Blvd to SB US-1
7	Countyline Rd Extension	New road construction	Extension of Countyline Rd from SW 32nd Ave to I-95
33	Bryan Rd Extension	Add lanes & reconstruct	New Bryan Rd Extension with ROW and roadway improvement to connect Stirling Rd to Sheridan St



MPO No.	Project Name	Work Mix	Project Description/Scope of Work
34	West Dania Beach Blvd Corridor Improvements	Add lanes & reconstruct	
39	Pembroke Rd	Add lanes & reconstruct	Widen from 2 to 4 lanes from SW 184 Ave to SW 196 Ave, construct new 4 lanes from SW 196 Ave to US-27
40	Pembroke Rd	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
41	SW 148th Ave	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
42	SW 184th Ave	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
43	Bass Creek Rd	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
44	County Line Rd	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
45	Miramar Blvd	Add lanes & reconstruct	Widen from 4 lanes to 6 lanes
46	SW 184th Ave	Add lanes & reconstruct	Widen from 2 lanes to 4 lanes
47	Miramar Blvd	Add lanes & reconstruct	Widen from 2 to 4 lanes
48	Bass Creek Rd	New road construction	Construct new 2-lane roadway
50	Bass Creek	New road construction	Construct new 4-lane roadway, widen existing 2 lanes to 4
59	SW 184th Ave	New road construction	Construct new 2-lane roadway from Griffin Rd south to Sheridan St
60	Griffin Rd widening/bike lanes & lighting from Bonaventure Blvd to US-27	Add lanes & reconstruct	Widen from 2 to 4 lanes
65	Convention Center Bypass Rd	New road construction	Provide bypass road to connect vehicles traveling from US-1 to south of SR-84 to beach and Port without impacting SE 17th St
85	SW 11th Way	Add lanes & reconstruct	2 to 4 lanes, FAU Research.Pkwy
90	Commercial Blvd Passenger Rail Transit	Transit improvement	Proposed rail transit along Commercial Blvd from Sawgrass Expwy to Federal Hwy
108	Rock Island Rd widening SB from McNab to Commercial Blvd	Add lanes & reconstruct	Widen from 4 to 6 lanes

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
113	University Dr Rapid Bus/BRT service north-south	Transit improvement	Provide Rapid Bus/BRT service north-south along University Dr to connect.
115	Commercial Blvd Rapid Bus/BRT service east-west	Transit improvement	Provide Rapid Bus/BRT service east-west along Commercial Blvd
119	SR-7/US-441 Rapid Bus/BRT service north-south	Transit improvement	Rapid Bus/BRT service north-south along SR-7/US-441
121	Sawgrass Expwy Park-and-Ride Facility	Park-and-ride lots	Park-and-ride lot off Sawgrass Expwy
127	University Dr Regional Enhancements	Interchange	Build flyover or tunnel so University Dr not have at-grade intersection with SR-84/ I-595
133	Pine Island Rd	Add lanes & reconstruct	Widen from 4 to 6 lanes
169	SE 2nd St/ Hibiscus St/ Church St Extension Project	New road construction	Provide 2-lane bi-directional new facility
170	South Old Dixie Hwy 2-way Conversion Project	Capacity	Convert from 4 lanes one-way to 4 lanes two-way
172	Pine Island Rd	Road capacity expansion	Widen from 4 to 6 lanes for 2.0 mi
173	Nob Hill Rd	Road capacity expansion	Widen from 4 to 6 lanes for 1.7 mi
174	Sheridan St	Road capacity expansion	Widen from 4 to 6 lanes for 1.1 mi
175	Griffin Rd	Road capacity expansion	Widen from 4 to 6 lanes for 2.2 mi
176	Nob Hill Rd	Road capacity expansion	Widen from 4 to 6 lanes for 1.1 mi
177	Broward Blvd	Road capacity expansion	Widen from 4 to 6 lanes for 0.8 mi
178	Pine Island Rd	Road capacity expansion	Widen from 4 to 6 lanes for 1.3 mi
179	Nob Hill Rd	Road capacity expansion	Widen from 4 to 6 lanes for 1.3 mi
180	Sheridan St	Road capacity expansion	Widen from 4 to 6 lanes for 1 mi
181	Coral Ridge Dr	Road capacity expansion	Widen from 4 to 6 lanes for 1.5 mi

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
182	Sheridan St	Road capacity expansion	Widen from 4 to 6 lanes for 1.0 mi
183	Miramar Pkwy	Road capacity expansion	Widen from 4 to 6 lanes for 1 mi
184	Douglas Rd	Road capacity expansion	Widen from 4 to 6 lanes for 1 m.
185	Sheridan St	Road capacity expansion	Widen from 4 to 6 lanes for 1 mi
186	Miramar Pkwy	Road capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
187	Ravenswood Rd	Road capacity expansion	Widen 2 to 4 lanes for 0.6 mi
188	Coral Ridge Dr	Road capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
189	Military Tr	Road capacity expansion	Widen from 4 to 6 lanes for 1.5 mi
652	Micro-transit/ Circulator	Transit improvement	Implement downtown circulator with connections to Tri-Rail Station and future Coastal Link Railway to create connectivity to existing and future mass transit options
659	Widen Pines Blvd (186th Ave – US-27)	Add lanes & reconstruct	Widen 186th Ave to US-27 from 4 to 6 lanes
661	Widening Sheridan (196th to US 27)	Add lanes & reconstruct	Widen Sheridan 196th to US-27 from 2 to 4 lanes, includes sidewalk on one side
662	Widening Stirling Rd. (196th to US 27)	Add lanes & reconstruct	Widen Stirling Rd from 196th to US-27 from 2 to 4 lanes, sidewalk on one side
663	Widening Sheridan St. (Flamingo to NW 172 Ave)	Add lanes & reconstruct	Widen Sheridan St from Flamingo to NW 172 Ave from 4 to 6 lanes
665	Construction of SW 208th Ave	New road construction	Construction of 208th Ave from Pines Blvd to Pembroke Rd (2-lane road)
667	Add ramps from Pembroke Rd to I-75 Express Lanes	Interchange modification	Add ramps from Pembroke Rd to I-75 Express lanes
703	Hollywood Blvd Elevated Automated Guideway	Transit improvement	Mass transit connection of Downtown RAC and SR-441 TOC
713	Plantation Midtown N-S Spine Road Extension	Add lanes & reconstruct	Continuation of N-S spine road for Plantation Midtown Re-development District
718	New Local Bus Route - Taft St.	Transit improvement	New local bus route along Taft St. from Pembroke Lakes Mall to Young Circle, 30-min

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
			peak service, 45/60-min off-peak; requires upgrades to 141 bus stops.
719	New Local Bus Route - Rock Island Rd	Transit improvement	New local bus route along Rock Island Rd from Broward Central Terminal to Wiles Rd, 30-min peak service, 45/60-min off-peak; requires upgrades to 185 bus stops
725	SR-7/US-441 Rapid Bus	Transit improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump, mobile ticketing
730	Oakland Park Blvd Rapid Bus	Transit improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump, mobile ticketing
731	New Local Bus Route – Nob Hill Rd	Transit improvement	New local bus route along Nob Hill Rd from West Regional Terminal to Holmberg Rd, 30-min peak service, 45/60-min off-peak; requires upgrades to 154 bus stops
732	New Local Bus Route – McNab Rd	Transit improvement	New local bus route along McNab Rd from US 1 to Hiatus Rd, 30-min peak service, 45/60-min off-peak; requires upgrades to 154 bus stops
733	New Local Bus Route – Flamingo Rd	Transit improvement	New local bus route along Flamingo Rd from NW Miami-Dade Co to Sawgrass Mills Mall, 30-min peak service, 45/60-min off-peak; requires upgrades to 154 bus stops
734	US-1 Rapid Bus	Transit improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing
735	New Local Bus Route - Douglas/Pine Island Rd	Transit Improvement	New local bus route along Douglas/Pine island Rd from Miramar Town Ctr to West Regional Terminal. 30-min peak service, 45/60-min off-peak; requires upgrades to 154 bus stops
737	New Local Bus Route - Johnson St	Transit Improvement	New local bus route along Johnson St from Pembroke Lakes Mall to Young Circle, 30-min peak service, 45/60-min off-peak; requires upgrades to 154 bus stops
738	New Local Bus Route - Griffin Rd	Transit Improvement	New local bus route along Griffin Rd from Griffin Rd Tri-Rail Station to Sawgrass Mills, 30-min peak service, 45/60-min off-peak; requires upgrades to 227 bus stops
740	Hollywood/Pines Blvd Rapid Bus	Transit Improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
741	New Local Bus Route - Wiles Rd	Transit Improvement	New local bus route along Wiles Rd from Coral Ridge Dr to US-1, 30-min peak service, 45/60-min off-peak; requires upgrades to 138 bus stops
742	New Local Bus Route - Palm Ave/Nob Hill Rd	Transit Improvement	New local bus route Palm Ave/Nob Hill Rd from Miramar Town Ctr To West Regional Terminal, 30-min peak service, 45/60-min off-peak; requires upgrades to 150 bus stops
743	University Dr Rapid Bus	Transit Improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing
746	Sample Rd Rapid Bus	Transit Improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing
747	Dixie Highway Rapid Bus	Transit Improvement	10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing
764	Transit – Park-and-Ride (PnR)		PnR for upcoming I-75 express bus service
765	Transit - PnR		Continuing I-95 express bus svc
766	Transit - PnR		PnR for forthcoming I-75 express bus service
767	Transit - PnR		PnR for I-95 express bus service
768	Transit - PnR		Includes 688-space public parking structure at Sheridan Station multimodal facility
778	Add lanes & reconstruct		Improve intersection alignments along US-1 and add additional lane to US-1/ I-595 WB on-ramp to help reduce queuing on US-1

Table A-1-3: Compact Development Scenario Projects

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
697	Pompano Beach FEC-SFRC connection	Rail	Critical track connection between FEC rail corridor and SFRC at Pompano Beach
699	Tri-Rail Coastal Link (TRCL) Broward	Rail	New Tri-Rail service on FEC corridor
740	Hollywood/Pines Blvd Rapid Bus	Transit Improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump, mobile ticketing
743	University Dr Rapid Bus	Transit Improvement	10-15 min limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump, mobile ticketing
TNP*	Hillsboro Blvd	Transit/Rail	BRT (<50% Exclusive Guideway)
TNP	SW 10th St	Transit/Rail	Express Bus
TNP	Sunrise Blvd	Transit/Rail	Light Rail
TNP	Florida's Turnpike (Homestead Ext)	Transit/Rail	Express Bus
TNP	I-75	Transit/Rail	Express Bus
TNP	Sawgrass Expwy	Transit/Rail	Express Bus
TNP	Atlantic Blvd	Transit/Rail	BRT (<50% Exclusive Guideway)
TNP	I-95	Transit/Rail	Express Bus
TNP	I-95	Transit/Rail	Express Bus
TNP	Broward Blvd	Transit/Rail	Express Bus
	Florida's Turnpike	Transit/Rail	Express Bus (Existing)
TNP	Tri-Rail Coastal Link	Transit/Rail	Commuter Rail
TNP	US-441	Transit/Rail	Light Rail
TNP	South FL Rail Corridor/ Broward Blvd	Transit/Rail	Light Rail
TNP	University Drive	Transit/Rail	Light Rail
TNP	Oakland Park Blvd	Transit/Rail	BRT (>50% Exclusive Guideway)
TNP	Sample Rd	Transit/Rail	BRT (<50% Exclusive Guideway)
TNP	North SFRC to FEC Connection	Transit/Rail	Commuter Rail

\*Transit Needs Plan

Table A-1-4: Technology Scenario Projects

MPO No.	Project Name	Work Mix	Project Description/Scope of Work
TNP*	Sunrise Blvd/ Broward Blvd	Transit/Rail	Light Rail
TNP	University Dr/ US-441	Transit/Rail	Light Rail
TNP	Oakland Park Blvd	Transit/Rail	BRT (>50% Exclusive Guideway)
TNP	University Dr (Sawgrass Expy- Sunrise Blvd)	Transit/Rail	BRT (>50% Exclusive Guideway)
TNP	University Dr (Heft- SW 39 <sup>th</sup> St)	Transit/Rail	BRT (>50% Exclusive Guideway)

\*Transit Needs Plan

# Appendix A-2

## Scenario Evaluation Results



Table 1: Countywide Scenario Performance Measures

Measure Area	Performance Measure	Trend Scenario		Community Vision Scenario			Compact Development Scenario			Technology Scenario		
		value	value	percent difference	trend	value	percent difference	trend	value	percent difference	trend	
Reference	Population	2,200,422	2,200,422	0%	↔	2,200,446	0%	↔	2,200,422	0%	↔	
	Employment	1,241,642	1,241,642	0%	↔	1,241,627	0%	↔	1,241,642	0%	↔	
	Vehicle miles traveled per weekday	49,208,798	48,552,199	-1%	↑	49,094,842	0%	↔	48,163,178	-2%	↑	
	Vehicle hours traveled per weekday	1,502,581	1,463,962	-3%	↑	1,517,720	1%	↓	1,414,828	-6%	↑	
	Total person trips, Broward County residents	7,897,780	7,903,764	0%	↔	7,947,312	1%	↓	7,866,116	0%	↔	
	Total vehicle trips, Broward County residents	5,328,424	5,307,321	0%	↔	5,288,171	-1%	↑	5,260,747	-1%	↑	
	Total transit trips, Broward County residents	116,616	142,300	22%	↑	159,604	37%	↑	132,292	13%	↑	
	Average vehicle trip length, Broward County residents	9.24	9.15	-1%	↑	9.28	1%	↓	9.16	-1%	↑	
	Transit mode share, Broward County residents	1.5%	1.80%	22%	↑	2.01%	36%	↑	1.68%	14%	↑	
	Average auto speed (mph)	32.7	33.2	1%	↑	32.3	-1%	↑	34.0	4%	↑	
	Total peak period person trips, Broward County residents	3,785,300	3,780,888	0%	↔	3,807,616	1%	↓	3,747,720	-1%	↑	
	Total peak period vehicle trips, Broward County residents	2,480,037	2,471,554	0%	↔	2,455,079	-1%	↑	2,429,419	-2%	↑	
	Accessibility / Connectivity	Number of jobs accessible <sup>1</sup> by car within										
15 minutes of in-vehicle time <sup>6</sup>		251,425	255,883	2%	↑	247,725	-1%	↓	256,129	2%	↑	
30 minutes		909,838	921,470	1%	↑	908,267	0%	↔	940,393	3%	↑	
45 minutes		1,226,926	1,229,213	0%	↔	1,229,284	0%	↔	1,230,600	0%	↔	
Percent of jobs accessible by car within												
15 minutes of in-vehicle time <sup>6</sup>		20%	21%	2%	↑	20%	-1%	↓	21%	2%	↑	
30 minutes		73%	74%	1%	↑	73%	0%	↔	76%	3%	↑	
45 minutes		99%	99%	0%	↔	99%	0%	↔	99%	0%	↔	
Number of jobs accessible <sup>1</sup> by transit within												
45 minutes total travel time <sup>7</sup>		12,048	15,203	26%	↑	17,771	48%	↑	14,465	20%	↑	
60 minutes		46,693	67,065	44%	↑	62,237	33%	↑	54,637	17%	↑	
90 minutes		235,217	404,488	72%	↑	299,518	27%	↑	277,774	18%	↑	
Percent of jobs accessible by transit within												
45 minutes total travel time <sup>7</sup>		1.0%	1.2%	26%	↑	1.4%	48%	↑	1.2%	20%	↑	
60 minutes		3.8%	5.4%	44%	↑	5.0%	33%	↑	4.4%	17%	↑	
90 minutes		18.9%	32.6%	72%	↑	24.1%	27%	↑	22.4%	18%	↑	
Number of jobs accessible <sup>1</sup> by transit within												
15 minutes of in-vehicle time <sup>6</sup>		249,620	472,958	89%	↑	368,566	48%	↑	323,044	29%	↑	
30 minutes		542,127	887,516	64%	↑	830,395	53%	↑	711,671	31%	↑	
45 minutes		826,612	1,096,632	33%	↑	1,085,641	31%	↑	992,124	20%	↑	
Percent of jobs accessible by transit within												
15 minutes of in-vehicle time <sup>6</sup>		20%	38%	89%	↑	30%	48%	↑	26%	29%	↑	
30 minutes		44%	71%	64%	↑	67%	53%	↑	57%	31%	↑	
45 minutes		67%	88%	33%	↑	87%	31%	↑	80%	20%	↑	
Population within one-quarter mile of a transit stop												
total	1,302,618	1,369,432	5%	↑	1,513,652	16%	↑	1,303,827	0%	↔		
percent of county population	59%	62%	5%	↑	69%	16%	↑	59%	0%	↔		
Employment within one-quarter mile of a transit stop												
total	850,984	873,537	3%	↑	975,282	15%	↑	854,137	0%	↔		
percent of county employment	69%	70%	3%	↑	79%	15%	↑	69%	0%	↔		
Mobility	Vehicle delay <sup>2</sup> during peak periods (hours)	214,159	196,714	-8%	↑	224,001	5%	↑	165,743	-23%	↑	
	Per capita vehicle delay at peak periods (minutes)	5.8	5.4	-8%	↑	6.1	5%	↑	4.5	-23%	↑	
Safety	Annual fatalities due to motor vehicle crashes <sup>3</sup>	237	234	-1%	↑	237	0%	↔	232	-2%	↑	
	Annual injuries due to motor vehicle crashes <sup>4</sup>	25,271	24,934	-1%	↑	25,213	0%	↔	24,734	-2%	↑	
Environment	Daily carbon monoxide (CO) emissions (kg)	43,581	42,883	-2%	↑	43,617	0%	↔	43,019	-1%	↑	
	Daily nitrogen oxides (NOx) emissions (kg)	3,810	3,774	-1%	↑	3,856	1%	↑	3,765	-1%	↑	
Economic Development	Daily vehicle hours traveled on roadways with > 5% Truck	2,714,023	2,715,094	0%	↔	2,762,846	2%	↑	2,675,399	-1%	↑	
	Average auto travel time <sup>5</sup> to Port Everglades (minutes)	33.8	33.6	-1%	↑	33.3	-1%	↓	33.1	-2%	↑	
	Average auto travel time <sup>5</sup> to Fort Lauderdale/ Hollywood International Airport (minutes)	24.3	24.1	-1%	↑	24.4	0%	↔	23.6	-3%	↑	
	Average auto travel time <sup>5</sup> to Activity Centers with > 5,000 employees per square mile (minutes)	23.9	23.6	-1%	↑	23.8	0%	↔	23.3	-2%	↑	

Notes:

- <sup>1</sup>Population-weighted average of jobs from a TAZ
- <sup>2</sup>Delay is defined as excess travel time relative to free-flow conditions
- <sup>3</sup>Based on 1.32 annual fatalities per 100 million VMT (2015 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles)
- <sup>4</sup>Based on 140.7 annual injuries per 100 million VMT (2015 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles)
- <sup>5</sup>Population-weighted average of travel time from a TAZ
- <sup>6</sup>In-vehicle time excludes terminal time (auto modes), and access/egress/transfer walk and drive time and wait time (transit modes)
- <sup>7</sup>Total travel time including in-vehicle and out-of-vehicle time (access/egress/transfer walk and drive time, wait time)

Table 2: Equity Population Performance Measures

Measure Area	Performance Measure	Trend Scenario		Community Vision Scenario		Compact Development Scenario			Technology Scenario			
		value	value	percent difference	trend	value	percent difference	trend	value	percent difference	trend	
Reference	Population in Equity TAZs	452,239	452,239	0%	↔	459,272	2%	↑	452,239	0%	↔	
	Employment in Equity TAZs	160,265	160,265	0%	↔	158,125	-1%	↓	160,265	0%	↔	
	Vehicle miles traveled per weekday	6,821,216	6,741,623	-1%	↑	6,850,325	0%	↔	6,747,718	-1%	↑	
	Vehicle hours traveled per weekday	238,417	232,227	-3%	↑	242,646	2%	↓	227,331	-5%	↑	
	Total person trips	1,575,984	1,576,720	0%	↔	1,580,192	0%	↔	1,569,656	0%	↔	
	Total vehicle trips	1,042,464	1,039,172	0%	↔	1,040,363	0%	↔	1,030,553	-1%	↑	
	Total transit trips	28,820	34,756	21%	↑	38,100	32%	↑	32,192	12%	↑	
	Average vehicle trip length, Broward County residents	6.54	6.49	-1%	↑	6.58	1%	↓	6.55	0%	↔	
	Transit mode share, Broward County residents	1.8%	2.2%	21%	↑	2.4%	32%	↑	2.1%	12%	↑	
	Average auto speed (mph)	28.6	29.0	1%	↑	28.2	-1%	↓	29.7	4%	↑	
	Total peak period person trips	743,688	740,112	0%	↔	747,528	1%	↓	735,256	-1%	↑	
	Total peak period vehicle trips	474,993	471,997	-1%	↑	474,368	0%	↔	465,126	-2%	↑	
	Accessibility / Connectivity	Number of jobs accessible by car within										
		15 minutes of in-vehicle time	259,135	264,211	2%	↑	252,360	-3%	↓	264,025	2%	↑
30 minutes		920,236	932,118	1%	↑	913,384	-1%	↓	948,255	3%	↑	
45 minutes		1,229,619	1,232,032	0%	↔	1,229,765	0%	↔	1,233,304	0%	↔	
Percent of jobs accessible by car within												
15 minutes of in-vehicle time		21%	21%	2%	↑	20%	-3%	↓	21%	2%	↑	
30 minutes		74%	75%	1%	↑	74%	-1%	↓	76%	3%	↑	
45 minutes		99%	99%	0%	↔	99%	0%	↔	99%	0%	↔	
Number of jobs accessible by transit within												
15 minutes of in-vehicle time		270,309	497,068	84%	↑	398,503	47%	↑	365,323	35%	↑	
30 minutes		572,805	914,893	60%	↑	853,272	49%	↑	736,862	29%	↑	
45 minutes		843,758	1,103,306	31%	↑	1,095,195	30%	↑	1,010,001	20%	↑	
Percent of jobs accessible by transit within												
15 minutes of in-vehicle time		22%	40%	84%	↑	32%	47%	↑	29%	35%	↑	
30 minutes	46%	74%	60%	↑	69%	49%	↑	59%	29%	↑		
45 minutes	68%	89%	31%	↑	88%	30%	↑	81%	20%	↑		
Mobility	Vehicle delay <sup>2</sup> during peak periods (hours)	25,134	23,474	-7%	↑	26,996	7%	↓	21,212	-16%	↑	
	Per capita vehicle delay at peak periods (minutes)	3.3	3.1	-7%	↑	3.5	6%	↓	2.8	-16%	↑	
Safety	Annual fatalities due to motor vehicle crashes	33	32	-1%	↑	33	0%	↔	33	-1%	↑	
Environment	Daily carbon monoxide (CO) emissions (kg)	3,340	3,272	-2%	↑	3,360	1%	↓	3,272	-2%	↑	
Economic Development	Average auto travel time to Activity Centers with > 5,000 employees per square mile (minutes)	23.3	23.1	-1%	↑	23.4	0%	↔	22.8	-2%	↑	

Notes:  
<sup>1</sup>Population-weighted average of jobs from a TAZ  
<sup>2</sup>In-vehicle time excludes terminal time (auto modes), and access/egress/transfer walk and drive time and wait time (transit modes)  
<sup>3</sup>Delay is defined as excess travel time relative to free-flow conditions  
<sup>4</sup>Based on 1.32 annual fatalities per 100 million VMT (2015 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles)  
<sup>5</sup>Population-weighted average of travel time from a TAZ  
<sup>6</sup>Equity TAZs are the TAZs with a ranking of at least 3 (high) for equity population

Table 3: Non-Equity Population Performance Measures

Measure Area	Performance Measure	Trend Scenario		Community Vision Scenario		Compact Development Scenario			Technology Scenario			
		value	value	percent difference	trend	value	percent difference	trend	value	percent difference	trend	
Reference	Population in Equity TAZs	1,748,183	1,748,183	0%	↔	1,741,174	0%	↔	1,748,183	0%	↔	
	Employment in Equity TAZs	1,081,377	1,081,377	0%	↔	1,083,502	0%	↔	1,081,377	0%	↔	
	Vehicle miles traveled per weekday	28,700,893	28,327,531	-1%	↑	28,399,261	-1%	↑	28,335,093	-1%	↑	
	Vehicle hours traveled per weekday	994,392	966,819	-3%	↑	995,412	0%	↔	945,060	-5%	↑	
	Total person trips	6,321,796	6,327,044	0%	↔	6,367,120	1%	↔	6,296,460	0%	↔	
	Total vehicle trips	4,285,960	4,268,150	0%	↔	4,247,808	-1%	↑	4,230,194	-1%	↑	
	Total transit trips	87,796	107,544	22%	↑	121,504	38%	↑	100,100	14%	↑	
	Average vehicle trip length, Broward County residents	6.70	6.64	-1%	↑	6.69	0%	↔	6.70	0%	↔	
	Transit mode share, Broward County residents	1.4%	1.7%	22%	↑	1.9%	37%	↑	1.6%	14%	↑	
	Average auto speed (mph)	28.9	29.3	2%	↑	28.5	-1%	↓	30.0	4%	↑	
	Total peak period person trips	3,041,612	3,040,776	0%	↔	3,060,088	1%	↓	3,012,464	-1%	↑	
	Total peak period vehicle trips	2,005,044	1,999,557	0%	↔	1,980,710	-1%	↑	1,964,293	-2%	↑	
	Accessibility / Connectivity	Number of jobs accessible by car within										
		15 minutes of in-vehicle time	249,430	253,729	2%	↑	246,502	-1%	↔	254,086	2%	↑
30 minutes		907,148	918,716	1%	↑	906,917	0%	↔	938,359	3%	↑	
45 minutes		1,226,230	1,228,483	0%	↔	1,229,158	0%	↔	1,229,900	0%	↔	
Percent of jobs accessible by car within												
15 minutes of in-vehicle time		20%	20%	2%	↑	20%	-1%	↔	20%	2%	↑	
30 minutes		73%	74%	1%	↑	73%	0%	↔	76%	3%	↑	
45 minutes		99%	99%	0%	↔	99%	0%	↔	99%	0%	↔	
Number of jobs accessible by transit within												
15 minutes of in-vehicle time		244,268	466,721	91%	↑	360,669	48%	↑	312,107	28%	↑	
30 minutes		534,191	880,434	65%	↑	824,361	54%	↑	705,154	32%	↑	
45 minutes		822,176	1,094,905	33%	↑	1,083,121	32%	↑	987,500	20%	↑	
Percent of jobs accessible by transit within												
15 minutes of in-vehicle time		20%	38%	91%	↑	29%	48%	↑	25%	28%	↑	
30 minutes	43%	71%	65%	↑	66%	54%	↑	57%	32%	↑		
45 minutes	66%	88%	33%	↑	87%	32%	↑	80%	20%	↑		
Mobility	Vehicle delay <sup>2</sup> during peak periods (hours)	102,242	94,694	-7%	↑	105,905	4%	↓	85,278	-17%	↑	
	Per capita vehicle delay at peak periods (minutes)	3.5	3.3	-7%	↑	3.6	4%	↓	2.9	-17%	↑	
Safety	Annual fatalities due to motor vehicle crashes	138	136	-1%	↑	137	-1%	↑	137	-1%	↑	
Environment	Daily carbon monoxide (CO) emissions (kg)	14,264	14,040	-2%	↑	14,116	-1%	↑	13,996	-2%	↑	
Economic Development	Average auto travel time to Activity Centers with > 5,000 employees per square mile (minutes)	24.0	23.8	-1%	↑	23.8	-1%	↑	23.4	-2%	↑	

Notes:  
<sup>1</sup>Population-weighted average of jobs from a TAZ  
<sup>2</sup>In-vehicle time excludes terminal time (auto modes), and access/egress/transfer walk and drive time and wait time (transit modes)  
<sup>3</sup>Delay is defined as excess travel time relative to free-flow conditions  
<sup>4</sup>Based on 1.32 annual fatalities per 100 million VMT (2015 Traffic Crash Facts, Florida Department of Highway Safety and Motor Vehicles)  
<sup>5</sup>Population-weighted average of travel time from a TAZ  
<sup>6</sup>Non-equity TAZs are the TAZs with a ranking of at maximum 2 (medium) for equity population

# Appendix B

## GIS Evaluation Approach for Project Prioritization

Prioritization Category	Definition	GIS Approach	Data Source(s)
<b>Congested Corridors</b>	Corridors with volume to capacity ratio of 1.0 or higher	Overlaps the facility	Southeast Florida Regional Planning Model (SERPM) 8, February 2019
<b>Activity Centers</b>	Consist of MPO Mobility Hubs, CRAs, Fort Lauderdale – Hollywood International Airport, Port Everglades, and Broward Next Activity Center Future Land Use areas	50' buffer	Mobility Hubs: Broward MPO, February 2018; Activity Centers: Broward County (Broward Next), February 2018; CRAs: Broward MPO, May 2015
<b>High Crash Locations</b>	Top 50 signalized and unsignalized crash locations in Broward County	50' buffer	Tindale Oliver Crash Data Management System (CDMS), August 2019 (Source data is a combination of FDOT and UF)
<b>Pedestrian/Bicycle Crash Hot Spot</b>	As identified in the <i>Broward MPO Bicycle &amp; Pedestrian Safety Action Plan</i> , Figure 7	50' buffer	Broward MPO, 2018 (Source data from combination of FDOT, CARS, and Signal Four)
<b>Equity Area</b>	Broward MPO's Transportation Planning Equity Areas	Overlaps area	Broward MPO, 2017 (Source data from US American Community Survey)
<b>Vulnerable Facilities</b>	As identified in the <i>South Florida Climate Change Vulnerability Assessment and Adaptation Pilot Project</i> , Figure 18	Overlaps the facility	FDOT, 2013

Prioritization Category	Definition	GIS Approach	Data Source(s)
<b>Wetlands, Floodplains, Natural Habitats and Historic Resources</b>	Areas identified as such by the appropriate county, state or national authorities.	50' buffer, except for Floodplains which was overlap	Wetlands: US Fish and Wildlife Service, July 2018; Floodplains: FEMA, October 2018, Natural Habitats: Broward County, October 2018, Historic Resources: State Historic Preservation Office, July 2018
<b>National Highway Freight Network</b>	Highway portions of the US freight transportation network identified by FHWA	Overlaps the facility (done using visual inspection, not GIS)	Used National Highway Freight Network map for Florida, published by FHWA on this <a href="#">website</a> .
<b>Roadway with &gt;5% Truck Traffic</b>	Road segments where the vehicles carried include more than 5% trucks	Overlaps the facility	Southeast Florida Regional Planning Model (SERPM) 8, February 2019

# Appendix C

## Draft Prioritized Projects (as of February 2019)

MPO ID	Project Sponsor	Project Name	Project description/scope of work	Project Limits	Weighted Mobility Score (Weight = 19.6)	Weighted Accessibility Score (Weight = 20.1)	Weighted Safety Score (Weight = 19.5)	Weighted Equity Score (Weight = 14.7)	Weighted Environmental Stewardship Score (Weight = 12.6)	Weighted Economic Vitality Score (Weight = 13.5)	Total Project Score
ID# 107	City of Fort Lauderdale	Andrews & 3rd Avenues Mobility Improvements	Implementation of the feasibility study to reconfigure the streets to be more one-way oriented, shared use path, transit only lane, lighting, stormwater, transit and crosswalks.	SE 17th Street to Sunrise Blvd	7.35	10.05	19.5	5.5125	0	4.5	46.91
ID# 740	Broward County	Hollywood/Pines Blvd. Rapid Bus	10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing.	From Flamingo Rd. (Pembroke Pines) to Hollywood (Young Circle)	12.25	13.4	0	11.025	0	4.5	41.18
ID# 64	City of Fort Lauderdale	Tri-rail Coastal Link	To provide Tri-rail Coast Link rail service along the FEC including stations.	Hallendale Beach to Fort Lauderdale	9.8	13.4	0	11.025	0	4.5	38.73
ID# 743	Broward County	University Dr. Rapid Bus	10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing.	From Coconut Creek (Sample Rd.) to Miami-Dade Co. (Golden Glades)	12.25	10.05	0	11.025	0	4.5	37.83
ID# 817	Broward MPO	SR 845/Powerline Rd	From 4 to 6 lanes (6LD)	SR 845/Powerline Rd (Palm Beach County Line to SW 10th St)	4.9	6.7	9.75	7.35	-2.52	6.75	32.93
ID# 113	City of Tamarac	University Drive Rapid Bus/BRT service north-south	Provide Rapid Bus/BRT service north-south along University Drive to connect, if necessary with other Municipalities along University Drive.		12.25	10.05	0	5.5125	2.52	2.25	32.58
ID# 859	Broward MPO	Pines Bl/SR-820	managed arterial with new interchange @ FL Turnpike	Pines Bl (I-75 to I-95)	4.9	3.35	14.625	1.8375	2.52	4.5	31.73
ID# 697	South Florida Regional Transportation Authority	Pompano Beach FEC-SFRC connection - Critical track connection between FEC rail corridor and SFRC at Pompano Beach *			9.8	10.05	0	3.675	2.52	4.5	30.55
ID# 846	Broward MPO	South Florida Rail Corridor/ FEC Corridor Connection	Rail Connection of South Florida to FEC Rail Corridors in Pompano	SF Rail Corridor to FEC Corridor	9.8	10.05	0	3.675	2.52	4.5	30.55
ID# 90	City of Tamarac	Commercial Boulevard Passenger Rail Transit	Proposed rail transit along Commercial Boulevard from the Sawgrass Expressway to Federal Highway. The rail might need to be elevated.	From Sawgrass (western end of the City) on Commercial Boulevard East to Federal Highway.	12.25	10.05	-4.875	5.5125	2.52	4.5	29.96
ID# 781	FDOT	Griffin Rd	Interim reconfiguration of north approach to intersection. Supported by City of Dania Beach.	Old Griffin Rd	2.45	6.7	9.75	3.675	2.52	4.5	29.60
ID# 93	City of Tamarac	State Road 7 Flyover/ Interchange (North - South)	The scope includes the construction of elevated ramps to move traffic from north to south over State Road 7 to alleviate congestion on State Road 7.	From North of State Road 7 to moving traffic south bound	2.45	3.35	14.625	1.8375	2.52	4.5	29.28
ID# 860	Broward MPO	Sample Rd/SR-834	managed arterial with overpasses @ University Dr, @ Lyons Rd and @ Powerline Rd	Sample Rd/SR-834 (University Dr to I-95)	4.9	3.35	9.75	1.8375	2.52	6.75	29.11
ID# 126	Town of Davie	Orange Drive Corridor Enhancements	This involves three projects along the Orange Drive corridor. Along two segments turn lanes and bicycle lanes will be constructed. The third segment involves studying and implementing improvements at Turnpike interchange		2.45	6.7	4.875	5.5125	2.52	6.75	28.81
ID# 22	City of Sunrise	Autonomous vehicle circulator	Local transit facility		4.9	6.7	4.875	5.5125	0	4.5	26.49
ID# 755	Broward MPO	Oakland Park Blvd. @ SR7 - Center Turn Overpass		Oakland Park Blvd. @ SR7 - Center Turn Overpass	2.45	3.35	9.75	3.675	2.52	4.5	26.25
ID# 132	Town of Davie	West Davie Roadway Improvements	Widening SW 130 Avenue to add turn lane, widening SW 136 Avenue from 2 to 4 lanes and adding landscape medians, expanding sidewalks and adding bike lanes, roundabout construction and improvement and installation of traffic light		4.9	6.7	4.875	5.5125	-2.52	6.75	26.22
ID# 147	City of Coral Springs	Intersection Improvements	Provide dual left turn lanes at 3 intersections (University Dr / Royal Palm Blvd, Atlantic Blvd / West Mall Dr, Atlantic Blvd / East Mall Dr) and elongated N/S left turn lanes at Sample Rd / Coral Hills Dr.		2.45	3.35	4.875	5.5125	2.52	6.75	25.46
ID# 125	Town of Davie	Oakes Road Realignment	Realign Oakes Road to remove curve before SR 441.		25	25	25	25	25	25	25.00
ID# 651	City of Oakland Park	Oakland Park Boulevard I-95 Congestion	Corridor improvements include signal synchronization, improved turning movements and pedestrian facilities, to name a few elements, needed to help alleviate traffic congestion within this segment of Oakland Park Boulevard.	NW 21st Avenue to Andrews Avenue on Oakland Park Boulevard	4.9	6.7	4.875	3.675	2.52	2.25	24.92
ID# 702	City of Hollywood	US 1, Young Circle, including Tyler Street, Harrison St and 17th Avenue	Congestion management improvements, reconstruction of US1 around Young Circle, replacing the signalized intersection with roundabouts, add bike lanes, reconfigure bus stops and service, reconstruct parking islands, provide two way traffic	From Polk Street to Van Buren Street	4.9	10.05	4.875	0	2.52	2.25	24.60
ID# 864	Broward MPO	Broward Bl/SR-842	managed arterial from University Dr to I-95 with Overpass (CTO) @ University Dr	Broward Bl/SR-842 (University Dr/SR-817 to I-95)	4.9	3.35	4.875	3.675	2.52	4.5	23.82

ID# 650	City of Oakland Park	Dixie Highway Corridor	The City is invested in redeveloping its downtown to realize a vibrant and bustling culinary district. The project aims to incorporate new multimodal connections for bicyclists and pedestrians, with safe routes connecting neighborhoods.	Oakland Park Boulevard to Prospect Road on Dixie Highway	2.45	10.05	4.875	1.8375	0	4.5	23.71
ID# 753	Town of Hillsboro Beach	SR A1A and Hillsboro Blvd Intersection	Implement the proposed solution (Task Work Order NO 114) from FDOT and McMahon Associates to alleviate the congestion at A1A and Hillsboro Blvd, North, South and West. The proposed solution includes creating a third approach heading northbound, plus correcting the signal phasing.	SR A1A and Hillsboro Blvd Intersection	2.45	3.35	4.875	5.5125	2.52	4.5	23.21
ID# 819	Broward MPO	Oakes Rd	New 4LD, including overpass at Florida's Turnpike	Oakes Rd (State Rd 7/US 441 to Davie Rd)	7.35	10.05	4.875	3.675	-5.04	2.25	23.16
ID# 778	FDOT	US 1/I-595 Westbound On-Ramp	To improve intersection alignments along US 1 and add additional lane to US 1/I-595 westbound on ramp to help reduce queuing on US 1.	From 17th Street to I-595	7.35	0	4.875	3.675	2.52	4.5	22.92
ID# 829	Broward MPO	County Line Rd/HEFT Extention	Implementation of feasibility study for new road construction	County Line Rd/HEFT Extention (I-95 to Florida's Turnpike)	4.9	6.7	4.875	1.8375	0	4.5	22.81
ID# 3	City of Hallandale Beach	Hallandale Beach & NE 14th Ave Dual Turn Lanes	Implement a double left-turn lane from eastbound Hallandale Beach Boulevard to northbound NE 14th Avenue.	Hallandale Beach & NE 14th Ave Dual Turn Lanes	2.45	3.35	9.75	0	2.52	4.5	22.57
ID# 862	Broward MPO	Bryan Rd	from 2 to 4 lanes	Bryan Rd (Stirling Rd/SR-848 to Old Griffin Rd)	4.9	6.7	4.875	3.675	0	2.25	22.40
ID# 652	City of Oakland Park	Micro-transit/Circulator	Implement a downtown circulator with connections to the Tri-Rail Station and the future Coastal Link Railway. to create the connectivity to existing and future mass transit options. This was identified in the City's Transit Mobility Plan.		7.35	10.05	0	0	2.52	2.25	22.17
ID# 83	City of Fort Lauderdale	Broward Blvd & I95 Interchange	Reconstruction of the interchange of I95 & Broward Blvd to include entryway feature, transit, pedestrian, bicycle and vehicle improvements to support multimodal connections to the Tri-rail station.		2.45	3.35	4.875	1.8375	2.52	6.75	21.78
ID# 111	City of Tamarac	Tamarac Community Center Mobility Hub	Installation of Community Mobility Hub at the Tamarac Community center to support Rapid Bus/BRT service east-west along Commercial Boulevard.		0	10.05	9.75	0	-2.52	4.5	21.78
ID# 106	City of Deerfield Beach	SE 10th Street	Traffic light improvements, increase in capacity, sidewalk, bike lane	95 to Federal	7.35	3.35	4.875	3.675	2.52	0	21.77
ID# 169	City of Hallandale Beach	SE 2nd Street/ Hibiscus Street/ Church Street Extension Project	provide a two lane bi-directional new facility with bike lanes, 7' wide sidewalks, pedestrian scale lighting, and curb/gutter drainage.	US-1 to Church Street	4.9	6.7	4.875	5.5125	-2.52	2.25	21.72
ID# 21	City of Sunrise	Mass Transit Circulator	Local Shuttle		4.9	6.7	0	5.5125	0	4.5	21.61
ID# 757	Broward MPO	Pines Blvd. @ Flamingo Rd. – Center Turn Overpass		Pines Blvd. @ Flamingo Rd. – Center Turn Overpass	2.45	3.35	4.875	3.675	2.52	4.5	21.37
ID# 758	Broward MPO	Atlantic Blvd. @ Powerline Rd. – Center Turn Overpass		Atlantic Blvd. @ Powerline Rd. – Center Turn Overpass	2.45	3.35	4.875	3.675	2.52	4.5	21.37
ID# 759	Broward MPO	University Dr. @ Pines Blvd. – Center Turn Overpass		University Dr. @ Pines Blvd. – Center Turn Overpass	2.45	3.35	4.875	3.675	2.52	4.5	21.37
ID# 161	City of Coral Springs	Downtown DRI Improvements	Roadway improvements to ease traffic flow due to increased downtown development.		4.9	3.35	4.875	3.675	0	4.5	21.30
ID# 168	City of Hallandale Beach	SE 9th Street FEC Rail Crossing Realignment	Provide a new FEC rail crossing at SE 9th St, with bike lanes/sharrows, on-street parking, 7' wide sidewalks, curb and gutter drainage, and pedestrian crossings including upgrades to meet all ADA standards.	Dixie Highway to US1	4.9	6.7	4.875	0	2.52	2.25	21.25
ID# 820	Broward MPO	SR 822/Sheridan St	From 4 to 6 lanes (6LD)	SR 822/Sheridan St (US 1 to Dixie Hwy)	4.9	6.7	0	7.35	-2.52	4.5	20.93
ID# 148	City of Deerfield Beach	SR A1A	Road improvements/traffic congestion	SE 2nd Street	7.35	6.7	4.875	1.8375	0	0	20.76
ID# 763	Broward MPO	Copans Rd. @ CSX Railroad – Grade separation at RRX		Copans Rd. @ CSX Railroad – Grade separation at RRX	2.45	3.35	9.75	-1.8375	2.52	4.5	20.73
ID# 63	City of Fort Lauderdale	FEC Tunnel Under New River	To construct a tunnel for the Florida East Coast Railway under the New River between Davie Blvd and Sunrise Blvd.	Davie Blvd to Sunrise Blvd	2.45	6.7	4.875	1.8375	2.52	2.25	20.63
ID# 4	City of Hallandale Beach	Hallandale Beach Boulevard Bypass	Install a 4 lane bi-directional express bypass on Hallandale Beach Blvd across FEC rail lines. Install an express left turn bypass on westbound Hallandale Beach Blvd to southbound US1.	Hallandale Beach Blvd from Dixie Highway to NE 8th Ave	2.45	3.35	9.75	-1.8375	0	6.75	20.46
ID# 133	Town of Davie	Pine Island Road	Widening from 4 to 6 lanes, reconstructing landscaped medians, expand sidewalks, add bike lanes and pedestrian lighting and a new traffic signal at Forest Ridge Blvd.	From Nova Drive to Orange Drive, the project would begin at the existing 6 lanes and increase from 4 to 6 lanes and would connect to the existing 4 lanes at the southern terminus	4.9	3.35	9.75	0	0	2.25	20.25

<b>ID# 703</b>	City of Hollywood	Hollywood Blvd Elevated Automated Guideway	Mass transit connection of Downtown RAC and State Road 441 TOC, areas of existing density and growth, high use of transit, connecting to job centers along Hollywood Blvd	From State Road 441 to Young Circle	4.9	10.05	0	-1.8375	2.52	4.5	<b>20.13</b>
<b>ID# 57</b>	City of Lauderhill	U.S. 441/SR 7 Project	Depressed roadway; Removal of existing overpass and installation of Center Turn overpass at the 441 and Sunrise Blvd intersection; Right-of-Way Acquisition, PEDSTED measures;	Sunrise Blvd to NW 26 Street	2.45	6.7	4.875	-3.675	2.52	6.75	<b>19.62</b>
<b>ID# 40</b>	City of Miramar	Pembroke Road	Widening from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From SW 160th Avenue to SW 184th Avenue, widen from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	4.9	3.35	9.75	1.8375	-2.52	2.25	<b>19.57</b>
<b>ID# 836</b>	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Sample Rd/SR-834)	2.45	0	9.75	0	2.52	4.5	<b>19.22</b>
<b>ID# 851</b>	Broward MPO	FEC Rail Corridor	Grade Separation	fec Rail Corridor (@ Sample Rd/SR-834)	2.45	0	9.75	0	2.52	4.5	<b>19.22</b>
<b>ID# 852</b>	Broward MPO	FEC Rail Corridor	Grade Separation	FEC Rail Corridor (@ Commercial Bl/SR-870)	2.45	0	9.75	0	2.52	4.5	<b>19.22</b>
<b>ID# 849</b>	Broward MPO	McNab Rd/Cypress Creek Rd/NW 62nd	managed arterial with new interchanges @ Sawgrass Xwy and I-95	McNab Rd/Cypress Creek Rd (Sawgrass Xwy to I-95)	4.9	3.35	4.875	1.8375	-2.52	6.75	<b>19.19</b>
<b>ID# 36</b>	City of Dania Beach	SR 5 / US-1	•Mobility and Transit oUpgrades to support enhanced bus service along US-1	From Aventura Mall to Downtown Fort Lauderdale Terminal	0	6.7	9.75	-1.8375	0	4.5	<b>19.11</b>
<b>ID# 65</b>	City of Fort Lauderdale	Convention Center Bypass Road	To provide a bypass road to connect vehicles traveling from US1 to the south of SR84 to the Beach and Port without impacting SE 17th Street.	US1 & SR84 to Eisenhower Blvd	9.8	3.35	4.875	-1.8375	2.52	0	<b>18.71</b>
<b>ID# 108</b>	City of Tamarac	Rock Island Road widening south bound from McNab to Commercial Boulevard	The scope of the project would include widening from 4 to 6 lanes and buffered bike lanes on Rock Island Road from McNab Road South bound to Commercial Boulevard	The project would begin within the City's coporate limits on Rock Island Road beginning from McNab Road South bound to Commercial Boulevard	4.9	6.7	4.875	1.8375	0	0	<b>18.31</b>
<b>ID# 2</b>	City of Parkland	University Dr 4-Laning	Widening University Dr from 2-Lanes to 4-lanes with bike lanes and sidewalks	Old Club Road to Loxahatchee Road	9.8	3.35	4.875	0	-2.52	2.25	<b>17.76</b>
<b>ID# 41</b>	City of Miramar	SW 148th Avenue	Widening from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From Bass Creek Road to Miramar Parkway	4.9	3.35	9.75	0	-2.52	2.25	<b>17.73</b>
<b>ID# 47</b>	City of Miramar	Miramar Boulevard	Widen from 2 lanes to 4 lanes.	From Flamingo Road to Hiatus Road	4.9	3.35	9.75	0	-2.52	2.25	<b>17.73</b>
<b>ID# 762</b>	Broward MPO	Hillsboro Blvd. @ CSX Railroad – Grade separation at RRX		Hillsboro Blvd. @ CSX Railroad – Grade separation at RRX	2.45	3.35	4.875	0	2.52	4.5	<b>17.70</b>
<b>ID# 835</b>	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Hillsboro Bl/SR-810)	2.45	3.35	4.875	0	2.52	4.5	<b>17.70</b>
<b>ID# 843</b>	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Hollywood Bl/SR-820)	2.45	0	9.75	-1.8375	2.52	4.5	<b>17.38</b>
<b>ID# 81</b>	City of Fort Lauderdale	Cypress Creek Rd and I95 Interchange	Construct the alternative that includes keeping the interchange movements close to I95, including a new flyover for eastbound Cypress Creek to southbound I95. Include multimodal accommodations.		2.45	3.35	4.875	1.8375	2.52	2.25	<b>17.28</b>
<b>ID# 24</b>	City of Sunrise	Bus Stop Improvements	City-wide Furniture, Lighting and Wayfinding		0	3.35	9.75	1.8375	0	2.25	<b>17.19</b>
<b>ID# 127</b>	Town of Davie	University Drive Regional Enhancements	The project would involve building a flyover or tunnel so that University Drive would not have an at grade intersection with State Road 84/ I-595	From Nova Drive to Peters Road, the project would create a flyover so that University Drive traffic would not stop at I-595 and State Road 84	2.45	0	9.75	-1.8375	0	6.75	<b>17.11</b>
<b>ID# 863</b>	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Powerline Rd/SR-845)	2.45	0	9.75	0	2.52	2.25	<b>16.97</b>
<b>ID# 661</b>	City of Pembroke Pines	Widening Sheridan (196th to US 27)	Widening Sheridan 196th to US 27 (From two lanes to four lanes includes sidewalk on one side)	196th Ave to US 27	4.9	3.35	4.875	3.675	-2.52	2.25	<b>16.53</b>
<b>ID# 826</b>	Broward MPO	Blount Rd	From 2 to 4 lanes (4LD)	Blount Rd (Copans Rd to Hammondville Rd)	4.9	3.35	4.875	3.675	-2.52	2.25	<b>16.53</b>
<b>ID# 828</b>	Broward MPO	Ravenswood Rd	From 2 to 4 lanes (4LD)	Ravenswood Rd (SW 42nd St to Griffin Rd)	4.9	3.35	4.875	3.675	-2.52	2.25	<b>16.53</b>
<b>ID# 832</b>	Broward MPO	Wiles Rd	From 4 to 6 lanes (6LD)	Wiles Rd (Florida's Turnpike to Powerline Rd)	4.9	3.35	4.875	3.675	-2.52	2.25	<b>16.53</b>



ID# 796	FDOT	US-1/SR-5	Identified as the #2 prioritized segment of the FDOT District 4 TSM&O Master Plan. Portions of the project limits are not on the current ATMS network, will expand and close the loop of the current ATMS network when completed. This project could support goals associated with the US-1 South transit corridor Study.	From Miami-Dade County Line to Broward Blvd	2.45	3.35	0	3.675	2.52	4.5	16.50
ID# 797	FDOT	Atlantic Blvd	Identified as the #4 prioritized segment of the FDOT District 4 TSM&O Master Plan. Location is not on the current ATMS network, will expand the current ATMS network to the northern end of the County where no Active Arterial Management is currently taking place.	From US 441/SR 7 to A1A	2.45	3.35	0	3.675	2.52	4.5	16.50
ID# 798	FDOT	Sunrise Blvd	Identified as the #9 prioritized segment of the FDOT District 4 TSM&O Master Plan. Location will expand the current ATMS network to create a new redundant path for the existing communications network.	From US-441/SR-7 to University Dr	2.45	3.35	0	3.675	2.52	4.5	16.50
ID# 799	FDOT	Davie Blvd	Identified as the #10 prioritized segment of the FDOT District 4 TSM&O Master Plan. Location will expand the current ATMS network to create a new redundant path for the existing communications network. Project scope would include work associated with the moveable bridge and railroad crossing to support ongoing efforts of District 4. Adaptive Traffic Control System (ATCS) would be incorporated into this project as well.	From US-441/SR-7 to US-1	2.45	3.35	0	3.675	2.52	4.5	16.50
ID# 794	FDOT	SR A1A/ Hillsboro Boulevard Intersection	Add lanes in NB direction and improve traffic signal operation at intersection to address congested conditions. Project initiated by Town of Hillsboro Beach.	SR A1A/ Hillsboro Boulevard Intersection	4.9	0	4.875	3.675	2.52	0	15.97
ID# 34	City of Dania Beach	West Dania Beach Blvd Corridor Improvements	<ul style="list-style-type: none"> <li>•Potential Right of Way Acquisition</li> <li>•Roadway improvements</li> <li>•Intersection Improvements on local roads</li> <li>•Bridge over C-10 Canal</li> <li>•Signalized intersection at Bryan Road</li> <li>•Improvement to RR crossing</li> </ul>	From US-1 to Bryan Road	4.9	3.35	4.875	-1.8375	-2.52	6.75	15.52
ID# 848	Broward MPO	McNab Rd	new grade separated 2-lane roadway over FEC Rail Corridor connecting MacNab Rd from Dixie Hwy to SW 7th Ave)	McNab Rd (Dixie Hwy to SW 7th Ave)	2.45	3.35	4.875	0	2.52	2.25	15.45
ID# 30	City of Sunrise	Oakland Park Boulevard - Multimodal Transportation Improvements	Multi-use path, large transit shelter, etc. on Oakland Park Boulevard from University Drive to NW 81 Avenue	From University Drive to NW 81st Ave	0	3.35	9.75	0	0	2.25	15.35
ID# 756	Broward MPO	SR7/US-441 @ Atlantic Blvd. – Center Turn Overpass		SR7/US-441 @ Atlantic Blvd. – Center Turn Overpass	2.45	3.35	4.875	0	0	4.5	15.18
ID# 856	Broward MPO	US 1	Grade Separation	US 1 (@ Hollywood Bl/SR 820)	2.45	0	9.75	-1.8375	2.52	2.25	15.13
ID# 82	City of Fort Lauderdale	US1 / I595 Ramp Improvements	Widen the number of lanes for the southbound on-ramp to improve traffic flow on US1.		2.45	3.35	0	1.8375	2.52	4.5	14.66
ID# 37	City of Dania Beach	Intersection of US-1 & Old Griffin Road (including US-1 Bridge)	<ul style="list-style-type: none"> <li>•Intersection, Bridge and Roadway</li> <li>oSignalization and Geometric Improvements</li> <li>oLane capacity and transition</li> <li>oExpansion of the US-1 Bridge/Dania Canal Bridge</li> <li>olmprovement to RR crossing</li> </ul>	Intersection of US-1 and Old Griffin	4.9	6.7	4.875	-1.8375	0	0	14.64
ID# 20	City of Sunrise	Multimodal Transit Facility	Transit Hub		0	10.05	0	0	0	4.5	14.55
ID# 839	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ NW 62nd/Cypress Creek)	2.45	0	4.875	0	2.52	4.5	14.35
ID# 823	Broward MPO	SW 184th Av	From 2 to 4 lanes (4LD)	SW 184th Av (Pembroke Rd to Miramar Pkwy )	4.9	3.35	4.875	3.675	-2.52	0	14.28
ID# 825	Broward MPO	SW 196th Av	From 2 to 4 lanes (4LD) The road is not built in Miramar	SW 196th Av (Pines Blvd to Miramar Pkwy)	4.9	3.35	4.875	3.675	-2.52	0	14.28
ID# 68	City of Fort Lauderdale	ITS Projects	Smart signal upgrades to improve vehicle movements along the major arterials within the City of Fort Lauderdale.		2.45	3.35	0	3.675	2.52	2.25	14.25
ID# 69	City of Fort Lauderdale	Traffic Signal Upgrades	Upgrade the traffic signals to the latest active arterial management technology.		2.45	3.35	0	3.675	2.52	2.25	14.25
ID# 144	City of Coral Springs	Adaptive Signal Control	Adaptive signal control along portions of the congested corridors of Coral Ridge Dr, Sample Rd, Coral Springs Dr, Royal Palm Blvd, Atlantic Blvd, SR7, University Dr and Wiles Road		2.45	3.35	0	3.675	2.52	2.25	14.25
ID# 701	South Florida Regional Transportation Authority	Autonomous Commuter Connector at Sheridan Tri-Rail Station			4.9	6.7	0	0	2.52	0	14.12
ID# 764	FDOT	Pines Blvd at I-75	To provide PnR for upcoming I-75 express bus service	From Pines Blvd to I-75	4.9	6.7	0	0	2.52	0	14.12
ID# 766	FDOT	Royal Palm Blvd	To provide PnR for forthcoming I-75 express bus service	Royal Palm Blvd at I-75	4.9	6.7	0	0	2.52	0	14.12
ID# 767	FDOT	Miramar Parkway	To provide PnR for I-95 express bus service	At FPL (SW 119th Ave)	4.9	6.7	0	0	2.52	0	14.12

ID# 149	City of Coral Springs	Fiber Optic Cable	Royal Palm Blvd. - Coral Springs Dr to SR7 Wiles Rd - Coral Springs Dr to SR7 Coral Springs Dr - Wiles Rd to C-14 Canal Atlantic Blvd - Coral Springs Dr to SR7 Sample Rd - SR7 to Coral Ridge Dr University Dr - Riverside Dr to Sawgrass		2.45	3.35	0	3.675	0	4.5	13.98
ID# 85	City of Deerfield Beach	SW 11th Way	2 to 4 Lanes FAU Research Parkway	NE 48th to SE 10th	4.9	0	4.875	1.8375	0	2.25	13.86
ID# 712	City of Deerfield Beach	Replacement/Modification of the Hillsboro Blvd Inter-Coastal Bridge	Replacement/Modification of the Hillsboro Blvd Inter-Coastal Bridge	Hillsboro Blvd Bridge at Inter-Coastal	2.45	0	4.875	1.8375	0	4.5	13.66
ID# 704	City of Hollywood	Hollywood Blvd Raised Intersection over I-95	Removal of east-west traffic conflicts, including traffic entering or existing I-95, with SRTA and Amtrak trains by raising east west roadway over I-95, similar to Commercial or Sunrise Blvd to the north	Hollywood Blvd at I-95	2.45	3.35	4.875	-1.8375	2.52	2.25	13.61
ID# 659	City of Pembroke Pines	Widening Pines Blvd (186th Ave - US 27)	Widening Pines Blvd From 186th Ave To US 27 (From four lanes to six lanes)	West of 186th Ave to US 27	4.9	0	4.875	3.675	-2.52	2.25	13.18
ID# 53	City of Pompano Beach	NW 2nd & 3rd Avenues & NW 4th Street Roadway Improvement Project	Streetscape improvements servicing the Hammondville Gateway mixed-use housing project; including the provision of on-street parking and shade trees. NW 4th St. will be connected from NW 2nd to 3rd Avenues to improve traffic flow.	NW 4th Street between NW 2nd & 3rd Ave.	4.9	3.35	4.875	0	0	0	13.13
ID# 807	FDOT	I-95	Capacity improvements/interchanges - \$58,300,000 ROW and \$97,560,585 CON phases	From S. of Commercial Blvd to N. of Cypress Creek Road	4.9	3.35	4.875	0	0	0	13.13
ID# 865	Broward MPO	Hiatus Rd	new 4-lane roadway connecting Stirling Rd to Griffin Rd	Hiatus Rd (Stirling Rd to Griffin Rd)	4.9	3.35	4.875	0	0	0	13.13
ID# 717	City of Plantation	I-595 Access Improvements	Improvements to the I-595 access to/from University Drive, Pine Island Road, Nob Hill Road, Hiatus Road and Flamingo Road.	I-595 to/from University Drive, Pine Island Road, Nob Hill Road, Hiatus Road and Flamingo Road	2.45	3.35	4.875	0	0	2.25	12.93
ID# 52	City of Pompano Beach	NE 1st Street Roadway Improvement Project	Streetscape improvements to include: reconfiguring angle parking to perpendicular to increase capacity; traffic calming; retrofitting landscape medians; narrowing lanes; improve lighting; & drainage.	between NE 26th & NE 28th Avenues	-2.45	3.35	9.75	0	0	2.25	12.90
ID# 42	City of Miramar	SW 184th Avenue	Widening from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From Miramar Parkway to Pembroke Road	4.9	3.35	4.875	0	-2.52	2.25	12.86
ID# 662	City of Pembroke Pines	Widening Stirling Rd. (196th to US 27)	Widening Stirling Rd. 196th to US 27 (From two lanes to four lanes sidewalk on one side)	196th Ave to US 27	4.9	3.35	4.875	0	-2.52	2.25	12.86
ID# 663	City of Pembroke Pines	Widening Sheridan St. (Flamingo to NW 172 Ave)	Widening Sheridan St. Flamingo to NW172 Ave (From four lanes to six lanes)	Flamingo Rd to NW 172nd Ave	4.9	3.35	4.875	0	-2.52	2.25	12.86
ID# 78	City of Fort Lauderdale	Oakland Park Blvd Bridge Ringroad Improvements	Address tidal and storm flooding. Improve lighting and pedestrian accommodations. Move the bridge wall back to allow for shared use path under bridge to separate the bikes/peds from vehicles.	NE 33rd Ave to NE 33rd Ave	0	3.35	4.875	1.8375	2.52	0	12.58
ID# 102	City of Fort Lauderdale	Andrews Ave Connector	Improve the vehicle connection between downtown Fort Lauderdale and I595 on Andrews Ave by improving the roadway allocation including re-striping, street signs, directional signs, and signal improvements	SR84 to I595	2.45	3.35	4.875	1.8375	0	0	12.51
ID# 44	City of Miramar	County Line Road	Widening from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	Flamingo Road to Red Road	4.9	3.35	4.875	1.8375	-2.52	0	12.44
ID# 150	City of Margate	Intersection	Scope of work includes building center turn over pass and adding dedicated right turn lanes to west bound and southbound lanes.		2.45	0	4.875	0	2.52	2.25	12.10
ID# 779	FDOT	US 441/Oakes Rd Intersection	To provide an additional left turn lane and dedicated right turn lane from Oakes Rd to US 441/I-595/SR 84 with wide lanes and additional storage space for queuing to accommodate heavy trucks exiting the I-595 Truck Stop.	From Oakes Road to I-595/SR 84	2.45	0	4.875	0	2.52	2.25	12.10
ID# 830	Broward MPO	SR 84	Grade separation	SR 84 ( to FEC rail crossing)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 833	Broward MPO	SR 84	Construct tunnel under FEC RR	SR 84 ( to FEC rail crossing)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 838	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Atlantic Bl/SR-814)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 840	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Commercial Bl/SR-870)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 841	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Oakland Park Bl/SR-816)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 842	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Stirling Rd/SR-848)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 845	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Hallandale Beach/SR-858)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 854	Broward MPO	FEC Rail Corridor	Grade Separation	FEC Rail Corridor (@ SR-84)	2.45	0	4.875	0	2.52	2.25	12.10
ID# 855	Broward MPO	FEC Rail Corridor	Grade Separation	FEC Rail Corridor (@ Griffin Rd/SR-818)	2.45	0	4.875	0	2.52	2.25	12.10

ID# 128	City of Coral Springs	Alleyway Improvements	Reconstruction of alleys and improving drainage facilities on City owned alleys off Sample (University Dr. to Coral Springs Dr.), Wiles (NW 126 Ave. to Coral Springs Dr., Riverside Dr. to NW 74 Ave., and University Drive (NW 31 Ct. to Shadow Wood Blvd.)		0	0	9.75	0	0	2.25	12.00
ID# 713	City of Plantation	Plantation Midtown N-S Spine Road Extension	Continuation of a N-S spine road for Plantation Midtown Re-development District. The City completed two (2) roadway re-construction projects to convert American Expressway (AMXPWY) and 84th Avenue to 2-lane divided collectors with 8 feet wide multi-purpose paths along both sides. A continuation of this spine road theme is necessary to achieve more efficient multi-modal transportation in the Midtown District. Beginning at the intersection of SW 84th Avenue and SW 3rd Street, the roadway theme described for AMXPWY and 84th Ave is proposed for SW 3rd Street east to Federated Roadway (will include SW 3rd Street west to Pine Island Roadway for continuity). Acquire a segment of Federated Roadway private roadway from SW 3rd Street to SW 78th Avenue and extend south to the private development located at 8100 SW78th Avenue. Acquire land along the east property line of 8100 SW 78th Avenue to extend the roadway south to Peters Road. Cross Peters Road and extend the project south along SW 80 Terrace. Acquire land from 1601 SW 80th Terrace to extend the project to the north ROW line for the North New River Canal. The final piece of this project will involve SFWMD approval for construction of a bridge crossing of the New River Canal for connection to Westbound SR84. Provide connectivity to the existing Broward County New River Greenway located along the north ROW line of the SFWMD New River Canal	Midtown	4.9	6.7	4.875	-1.8375	-5.04	2.25	11.85
ID# 658	City of Oakland Park	CSX crossing	Project to consider grade separation or other improvements at railway crossing.		2.45	3.35	4.875	-3.675	2.52	2.25	11.77
ID# 821	Broward MPO	Bass Creek Rd	From 2 to 4 lanes	Bass Creek Rd (SW 148th Av to SW 172nd Av)	4.9	3.35	4.875	3.675	-5.04	0	11.76
ID# 822	Broward MPO	Bass Creek Rd	New 4 lanes - 2 lanes exist from SW 184th Ave to SW 179 Way	Bass Creek Rd (SW 172nd Av to SW 184th Av)	4.9	3.35	4.875	3.675	-5.04	0	11.76
ID# 765	FDOT	Miramar Regional Park	To provide continuing I-95 express bus service	Miramar Regional Park	2.45	6.7	0	0	2.52	0	11.67
ID# 768	FDOT	Sheridan Street Tri-Rail Station	Includes a 688-space public parking structure at the Sheridan Station multimodal facility that will service park-and-ride users of Tri-Rail, 95 Express buses, and intercity bus services that operate at the facility. The structure will accommodate increased parking demand resulting from increasing Tri-Rail, 95 Express, and intercity transit services. The Sheridan Station is in the process of converting surface parking into mixed-use development including commercial and retail uses that supplement existing higher density residential development at the site. The viability of this development necessitates structured parking.	Sheridan Street Tri-Rail Station	2.45	6.7	0	0	2.52	0	11.67
ID# 146	City of North Lauderdale	Sw 63rd Terrace and Bailey Road signalized intersection	To add a signalized 4 way intersection per FDOT standard to ensure a safe crossing for pedestrian and vehicles, this will help with emergency access to the residential area also.		0	6.7	4.875	0	0	0	11.58
ID# 716	City of Plantation	Transit Hub	Establish a transit hub, taking advantage of the local density in Midtown and the central inflow of traffic from outside the City.	Midtown	0	6.7	4.875	0	0	0	11.58
ID# 754	Town of Hillsboro Beach	Fiber Optics at intersections along Hillsboro Beach between A1A and I-95	Add Turn Traffic Signals. During our Commission Meeting the Broward County Transportation Dept presented 1-cent sales tax information related to transportation projects. During the discussion, it was discussed that installing fiber optics to the intersections along Hillsboro Blvd would provide for better management of the intersections and enhanced traffic flow. It was further discussed that the project should be entered into the MPO list of projects.	Between A1A and I-95	2.45	0	0	1.8375	2.52	4.5	11.31
ID# 17	City of Lighthouse Point	Citywide Bridge Replacements	Replace 5 off-system bridges with improvements to pedestrian and bicycle usage where warranted.	5 individual off-system bridges throughout City: NE 28th St, NE 29th St, NE 31st Ct, NE 24th Ave, NE 48th St.	2.45	3.35	4.875	0	0	0	10.68
ID# 59	Town of Southwest Ranches	SW 184th Avenue	This project consists of constructing a new two-lane roadway from Griffin Road south to Sheridan Street (approximately two miles) to provide connectivity from the City of Weston to the City of Pembroke Pines.	This new road will connect north to Bonaventure Boulevard in the City of Weston at Griffin Road and south to SW 184th Avenue at Sheridan Street in the City of Pembroke Pines.	2.45	3.35	4.875	0	0	0	10.68

ID# 806	FDOT	I-95	Capacity improvements including C/D system identified through PD&E study for I-95/Broward Blvd interchange; all phases: \$1,918,613 PD&E, \$3,837,226 PE, \$2,000,000 ROW, \$38,564,121 CON	From N. of Broward Blvd to Sunrise Blvd	2.45	3.35	4.875	0	0	0	10.68
ID# 808	FDOT	I-95	Interchange modification (Broward County I-95 Interchange Master Plan concept), \$8,300,000 ROW and \$33,759,296 CON phases	at Oakland Park Blvd	2.45	3.35	4.875	0	0	0	10.68
ID# 33	City of Dania Beach	Bryan Road Extension	New Bryan Road Extension with R.O.W. and roadway improvement to connect Stirling Road to Sheridan Street	From Stirling Road to Sheridan Street	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 45	City of Miramar	Miramar Boulevard	Widening from 4 lanes to 6 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From Palm Avenue to Douglas Road	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 46	City of Miramar	SW 184th Avenue	Widening from 2 lanes to 4 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From Bass Creek Road to Miramar Parkway	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 48	City of Miramar	Bass Creek Road	Construct new 2-Lane roadway with median, noise walls, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems	From SW 148th Avenue to Florida Turnpike	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 824	Broward MPO	SW 184th Av	From 4 to 6 lanes (6LD)	SW 184th Av (Sheridan St to Pembroke Rd )	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 827	Broward MPO	Hiatus Rd	From 2 to 4 lanes (4LD)	Hiatus Rd (Stirling Rd to Sheridan Rd)	4.9	3.35	4.875	0	-2.52	0	10.61
ID# 866	Broward MPO	Stirling Rd	new 4 lane roadway to fill in gap on Stirling from SW 193rd Way to SW 166st Ave	Sirling Rd (SW 193rd Way to SW 166st Ave)	4.9	3.35	0	0	0	2.25	10.50
ID# 43	City of Miramar	Bass Creek Road	Widen from 2 lanes to 4 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	From SW 148th Avenue to SW 172nd Avenue	4.9	3.35	4.875	0	-5.04	2.25	10.34
ID# 850	Broward MPO	FEC Rail Corridor	Grade Separation	FEC Rail Corridor (@ SE 10th St)	2.45	0	4.875	-1.8375	2.52	2.25	10.26
ID# 795	FDOT	US-1/SR-5	Identified as a portion of the #1 prioritized segment of the FDOT District 4 TSM&O Master Plan. The other portion of the project is currently funded for design through Central Office in FY 2022. Location is not on the current ATMS network, will expand and close the loop of the current ATMS network when completed.	From Oakland Park Blvd to Commercial Blvd	2.45	3.35	0	1.8375	2.52	0	10.16
ID# 66	City of Fort Lauderdale	FLL Transportation Transfer Station	To develop an intermodal transfer station connecting airport travelers to FEC and potential future transit/rail connections to port and downtown.		0	3.35	4.875	1.8375	0	0	10.06
ID# 75	City of Fort Lauderdale	SE 17th St & Eisenhower Intersection Improvements	Improve circulation of the ring road under the west side of the 17th Street Causeway with the intersection of Eisenhower Road through the reconstruction of the intersection.		0	3.35	4.875	1.8375	0	0	10.06
ID# 696	South Florida Regional Transportation Authority	Capital Cost for Sixty Eight (68) New Enhanced Tri-Rail Commuter Connector Stops			0	10.05	0	0	0	0	10.05
ID# 170	City of Hallandale Beach	South Old Dixie Highway 2-way Conversion Project	Conversion of Dixie Highway from 4-lanes in one-way to 4 lanes in two-ways. Includes restriping, new signage, installation of traffic control devices, mini-medians, 7' wide sidewalks, ADA upgrades, and 12' wide shared use path along FEC.	Pembroke Road to SW 11th Street	-2.45	3.35	4.875	1.8375	0	2.25	9.86
ID# 141	City of North Lauderdale	McNab Road right turn lane westbound on to northbound Rock Island Rd.	Road widening on McNab Road to include 11 to 12 foot wide turn lane per FDOT standards on the westbound approach to northbound Rock Island Road.		2.45	0	4.875	0	2.52	0	9.85
ID# 145	City of North Lauderdale	Bailey Road turn lane at Rock Island Road	To add an 11 to 12 foot wide right hand turn lane per FDOT standard on Bailey from the westbound approach on to north bound Rock Island Road.		2.45	0	4.875	0	2.52	0	9.85
ID# 844	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ Pembroke Rd/SR-824)	2.45	0	4.875	0	2.52	0	9.85
ID# 847	Broward MPO	South Florida Rail Corridor	Grade Separation	South Florida Rail Corridor (@ McNab Rd)	2.45	0	4.875	0	2.52	0	9.85
ID# 805	FDOT	I-95	Capacity improvements including C/D (connector and distributor) system identified through PD&E study for I-95/ Broward Blvd interchange and addition of two direct connections from I-595 WB to NB and SB I-95 express lanes; all phases: \$5,000,000 PD&E, \$12,000,000 PE, \$27,500,000 ROW, \$276,755,996 CON	From SR-84 to S. of Broward Blvd	4.9	0	4.875	0	0	0	9.78
ID# 666	City of Pembroke Pines	On Pines Blvd convert exclusive EB right turn lane to shared thru-right lane at Grand Palms Drive	On Pines Blvd convert exclusive EB right turn lane to shared thru-right lane at Grand Palms Drive - 4200 ft	Dykes to SW 145th Ave	2.45	0	4.875	0	0	2.25	9.58
ID# 780	FDOT	SR 84	Add capacity for WB to SB left turn to address SR 84 WB delays approaching I-595 off-ramp	Weston Rd	2.45	0	4.875	0	0	2.25	9.58

ID# 60	Town of Southwest Ranches	Griffin Road Widening/Bike Lanes & Lighting from Bonaventure Boulevard to US 27	This project consists of widening Griffin Road from 2 lanes to 4 lanes from US 27 to Bonaventure Boulevard to connect to the existing 4 lane roadway. The project consists of constructing new bike lanes on Griffin Road from US 27 to Bonaventure Boulevard to connect to the existing bike lanes on Griffin Road and Bonaventure Boulevard. The Town desires to install solar lighting along Griffin Road from InterState 75 to US 27 to illuminate the intersections. The lighting will improve way-finding and safety along Griffin Road west of InterState 75.	The project will begin at US 27 and end at Bonaventure Boulevard where it will connect to the existing four lane roadway. The project will begin at US 27 and end at Bonaventure Boulevard to connect to the existing bicycle lanes on Griffin Road and Bonaventure Boulevard.	4.9	0	4.875	0	-2.52	2.25	9.51
ID# 760	Broward MPO	Hammondville Rd. @ Turnpike Entrance – On-Ramp to Turnpike	Reconstruct intersection with grade separation and widen Blount Rd. to 4 lanes	Hammondville Rd./Blount Rd./Turnpike Interchange	4.9	0	4.875	0	-2.52	2.25	9.51
ID# 118	City of Deerfield Beach	Century Village Entrance/Exit	improve traffic conditions, turning lanes		2.45	0	0	1.8375	2.52	2.25	9.06
ID# 67	City of Fort Lauderdale	FEC & CSX Crossing Safety Upgrades	Upgrade FEC and CSX rail crossings with safety features as piloted at the crossing at the CSX and Commercial Blvd to improve the safety for vehicles. Yellow painting of rail envelope specifically.		0	0	4.875	1.8375	0	2.25	8.96
ID# 86	City of Weston	Indian Trace Street Lighting Improvements	This is the Indian Trace Development District Lighting Improvements project. This project includes the installation of over 1400 new street light poles that meet the current lighting standards.		0	0	4.875	1.8375	0	2.25	8.96
ID# 130	City of Coral Springs	Guardrail retrofit program	Upgrade over 100 guardrails abutting canals on City streets to current height and length standards.		0	0	4.875	1.8375	0	2.25	8.96
ID# 137	City of Coral Springs	Mast Arm Upgrades	Replace existing span wire traffic signal poles with mast arm structures at 8 intersections. Construct new mast arm traffic signals at 3 intersections and emergency past arm signals at 3 fire stations.		0	0	4.875	1.8375	0	2.25	8.96
ID# 664	City of Pembroke Pines	City Wide Signal Conversion to Mast Arms	Signal Conversion From Wires To Mast Arms (paving and crosswalk improvements)		0	0	4.875	1.8375	0	2.25	8.96
ID# 656	City of Oakland Park	Central Parking Structure for Downtown and Coastal Link Station	In support of the proposed Coastal Link, the City requests funding for the construction of a multi-level parking structure for the City's downtown Transit and future railway station.		0	6.7	0	0	0	2.25	8.95
ID# 707	City of Hollywood	Adaptive Signal Control Hollywood Blvd	TBD, evaluation of congestion and impacts needed, operation and congestion to be improved with Adaptive Signal Control	From 58th Avenue to 64th Avenue	2.45	0	0	3.675	0	2.25	8.38
ID# 79	Town of Southwest Ranches	Griffin Road Guardrail: SW 163rd Avenue to Bonaventure Boulevard	The project consists of installing guardrail between Griffin Road and the C-11 Canal from SW 163rd Avenue to Bonaventure Boulevard.	The project will begin at the existing guardrail at SW 163rd Avenue and end at the existing guardrail at Bonaventure Boulevard.	0	3.35	4.875	0	0	0	8.23
ID# 660	City of Pembroke Pines	Completing Pembroke Rd from SW 186 to US 27 Completing the Broward County Trafficways Plan	Constructing full 110 foot ROW road with sidewalks, bike lanes and median from SW 186th to US 27 and Miramar Parkway from current end to Pembroke Rd.	SW 186th Ave to US 27	2.45	3.35	4.875	0	-2.52	0	8.16
ID# 665	City of Pembroke Pines	Construction Of SW 208th Ave	Construction Of 208th Ave from Pines Blvd To Pembroke Road (Two Lane Road)	Pines Blvd to Pembroke Road	2.45	3.35	4.875	0	-2.52	0	8.16
ID# 135	Town of Davie	State Road 84/Davie Road Turbo Lane	This project would allow eastbound traffic lanes on State Road 84 to have a continuous flow through the SR 84/Davie Road Intersection.		4.9	3.35	-4.875	0	2.52	2.25	8.15
ID# 831	Broward MPO	US 27 Rail Corridor	New Freight Rail along US 27 Corridor	US 27 Rail Corridor (Palm Beach/Broward County Line to Miami-Dade/Broward County Line)	0	3.35	0	0	2.52	2.25	8.12
ID# 50	City of Miramar	Bass Creek Road	Construct new 4-Lane roadway and widen existing 2 lanes to 4 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	SW 172nd Avenue to SW 184th Avenue	4.9	3.35	4.875	0	-5.04	0	8.09
ID# 153	City of Margate	Royal Palm Boulevard and SR. 7 intersection improvements.	Extend the stacking for the existing two left turn lanes in the east bound travel of Royal Palm Boulevard at the intersection of Royal Palm Boulevard and State Road 7.		2.45	3.35	0	0	0	2.25	8.05
ID# 26	City of Sunrise	Pat Salerno Northbound Ramps on Sawgrass Expressway (SR 869)	Interchange improvements at Pat Salerno Drive to and from the north at Sawgrass Expressway (SR 869)		2.45	0	4.875	-1.8375	2.52	0	8.01
ID# 858	Broward MPO	Pines Bl/SR-820	Overpass	Pines Bl/SR-820 (@ Palm Ave)	2.45	0	4.875	-1.8375	2.52	0	8.01
ID# 818	Broward MPO	Sheridan St	From 4 to 6 lanes (6LD)	Sheridan St (Douglas Rd to SW 148th Av)	4.9	3.35	0	0	-2.52	2.25	7.98
ID# 116	City of Deerfield Beach	Green Rd	Install wall along S. homes, create new drive lane	Powerline to Military	4.9	0	4.875	0	-2.52	0	7.26

ID# 152	City of Margate	Royal Palm Boulevard and Rock Island Road Intersection improvements	Scope of work includes adding dedicated west to north right turn lane, shifting through lane alignment, and adding additional west to south left turn lane at the intersection of Royal Palm Boulevard and Rock Island Road.		2.45	0	0	0	2.52	2.25	7.22
ID# 655	City of Oakland Park	Mast Arm Conversion	There are 20 locations throughout the City that are non-mast arm intersections which need to be converted.		0	0	4.875	0	0	2.25	7.13
ID# 32	City of Dania Beach	Griffin Road Corridor Improvements	<ul style="list-style-type: none"> <li>•Road Widening</li> <li>•Intersection Improvements at Griffin Road and DCOTA</li> <li>•Elevated slip ramp to I-95 northbound</li> <li>•Potential right of way acquisition</li> </ul>		2.45	0	4.875	0	-2.52	2.25	7.06
ID# 861	Broward MPO	Coconut Creek Pkwy/Hammondville Rd	Overpass for east bound and westbound through movements only	Coconut Creek Pkwy/Hammondville Rd (@ NW 31st Ave)	2.45	0	0	0	0	4.5	6.95
ID# 7	City of WestPark	Countyline Road Extension	This project consist of the extension of Countyline Road from SW 32nd Avenue to I-95. The project will create enhance the current public infrastructure and provide connectivity directly onto I-95.	From SW 32nd Avenue to I-95	4.9	3.35	-4.875	3.675	-2.52	2.25	6.78
ID# 667	City of Pembroke Pines	Add ramps from Pembroke Rd to I-75 Express Lanes	Add ramps from Pembroke Rd to I-75 Express Lanes	I-75 north and southbound at Pembroke Rd	4.9	0	0	1.8375	0	0	6.74
ID# 162	City of Margate	SW 11th Street Improvements 1	Installation of a roundabout		0	0	4.875	1.8375	0	0	6.71
ID# 163	City of Margate	SW 11th Street Improvements 2	Installation of a roundabout		0	0	4.875	1.8375	0	0	6.71
ID# 122	City of Miramar	Miramar bus shelters	Construction of new bus shelters at various locations throughout the city.		0	6.7	0	0	0	0	6.70
ID# 39	City of Miramar	Pembroke Road	Widening from 2 lanes to 4 lanes from SW 184 Ave to SW 196 Ave and construct new four lanes from SW 196 Ave to US 27 with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	SW 184th Avenue to SW 200 Avenue, Widening from 2 lanes to 4 lanes and construct new four lanes from SW 196 Ave to US 27 with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.	2.45	3.35	4.875	-1.8375	-2.52	0	6.32
ID# 95	City of Fort Lauderdale	SW 12th Ave Swing Bridge	Upgrade of bridge to be able to accommodate appropriate vehicles and run more reliably.	SW 12th Ave over North Fork of New River	2.45	3.35	0	0	0	0	5.80
ID# 129	City of Coral Springs	Bus Shelter Repair and Replacement	Replace 71 aging Tolar bus shelters throughout City with Landscape Forms "Kaleidoscope" bus shelters (County approved).		0	3.35	0	0	0	2.25	5.60
ID# 97	City of Weston	Citywide Traffic Signal Mast Arm Upgrades	This project will include the upgrade of the existing mast arm assemblies for the traffic signals Citywide in the City of Weston. The mast arm assemblies for 37 signalized intersections are being upgraded to meet the new wind load requirements (170 mph).		0	0	4.875	0	0	0	4.88
ID# 123	City of Miramar	Country Club Ranches roadway improvements	Installation of street lights and adding guardrails along the canals within the public rights of way	various locations (see attached map)	0	0	4.875	0	0	0	4.88
ID# 159	City of Margate	NW 66th Avenue Improvements 1	Installation of a roundabout.		0	0	4.875	0	0	0	4.88
ID# 160	City of Margate	NW 66th Avenue Improvements 2	Installation of a roundabout		0	0	4.875	0	0	0	4.88
ID# 164	City of Margate	SW 7th Street Improvements	Installation of a roundabout		0	0	4.875	0	0	0	4.88
ID# 71	City of Fort Lauderdale	I95 & Sistrunk Blvd Interchange	Construct an interchange of I95 at Sistrunk Blvd.		0	3.35	-4.875	1.8375	0	4.5	4.81
ID# 27	City of Sunrise	Flyover from Southbound NW 136 Avenue to Eastbound I-595	Interchange - flyover for NW 136 Avenue at SR 84/I-595		2.45	0	0	0	0	2.25	4.70
ID# 706	City of Hollywood	Adaptive Signal Control Hollywood Blvd	TBD, evaluation of congestion and impacts needed, operation and congestion to be improved with Adaptive Signal Control	From 26th Avenue to Park Road	2.45	0	0	0	0	2.25	4.70
ID# 1	City of Parkland	W Hillsboro Blvd Extension	New 4 lane divided roadway with bike lanes and 8 foot sidewalks	Begin at University Dr and end to connect at the existing 4 lane Hillsboro Blvd	2.45	3.35	4.875	-1.8375	-5.04	0	3.80
ID# 853	Broward MPO	FEC Rail Corridor	New Bridge over the New River	FEC Rail Corridor (@ New River)	2.45	3.35	0	-1.8375	-2.52	2.25	3.69

ID# 715	City of Plantation	Bus Stop Improvements	a. Sunrise Blvd. – Secure SFWMD approval and construct bus stop improvements within C-12 Canal ROW for the two (2) existing EB Sunrise Blvd. BCT stops currently set against a guardrail. Coordinate with BCT to determine if additional stops are needed for EB Sunrise Blvd. for a 1.2 mile segment from NW 56th Avenue east to SR7. If yes, secure SFWMD approval to construct additional bus stop improvements within C-12 canal ROW. b. Broward Blvd. – Secure OPWCD approval and construct bus stop improvements within OPWCD canal ROW for four (4) existing EB Broward Blvd. BCT stops set against a guardrail.	Various	0	3.35	0	0	0	0	0	3.35
ID# 38	City of Dania Beach	South Broward I-95 Interchange	•I-95 interchange expansion and improvements at Griffin Road, Stirling Road and Sheridan Street •Project will be coordinated with Hollywood, Fort Lauderdale and FDOT	From Stirling Rd to I-95; From Griffin Rd to I-95; From Sheridan St to I-95	2.45	0	4.875	-1.8375	-5.04	2.25	0	2.70
ID# 61	Town of Southwest Ranches	Weston Road Bridge Widening	This project consists of widening the Weston Road bridge, just north of Griffin Road. Traffic counts are available.	The project is on Weston Road, just north of Griffin Road.	2.45	0	0	0	0	0	0	2.45
ID# 120	City of Tamarac	Commercial Boulevard Traffic Lights Synchronization	Commercial Boulevard Traffic lights synchronization		2.45	0	0	0	0	0	0	2.45
ID# 121	City of Tamarac	Sawgrass Expressway Park and Ride Facility	Park and Ride Lot off Sawgrass Expressway		2.45	0	0	0	0	0	0	2.45
ID# 171	City of Hallandale Beach	6.Community Bus Fleet Trolley Modernization	Purchase six modern trolley replacement vehicles for the existing community bus fleet.		0	0	0	0	0	2.25	0	2.25
ID# 695	South Florida Regional Transportation Authority	Ninety (90) Tri Rail Commuter Connector Signs and Posts at Existing BCT Stops			0	0	0	0	0	0	0	0.00
ID# 698	South Florida Regional Transportation Authority	Tri-Rail Mobile Ticketing and Fare Verification Equipment			0	0	0	0	0	0	0	0.00
ID# 699	South Florida Regional Transportation Authority	Tri-Rail Coastal Link (TRCL) Broward County** (FEC Corridor)			0	0	0	0	0	0	0	0.00
ID# 700	South Florida Regional Transportation Authority	Station Infrastructure for Vehicle Charging Components at 7 Broward Tri-Rail Stations			0	0	0	0	0	0	0	0.00
ID# 782	FDOT	US-441	Identified as the # 3 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-736/DAVIE BLVD/13TH ST to RIVERLAND DR	0	0	0	0	0	0	0	0.00
ID# 783	FDOT	US-1/SR-5	Identified as the # 9 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From MCNAB RD/15TH ST to CYPRESS CREEK RD/62ND ST	0	0	0	0	0	0	0	0.00
ID# 784	FDOT	E SAMPLE RD	Identified as the # 3 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From 3RD AVE to SR-811/DIXIE HWY	0	0	0	0	0	0	0	0.00
ID# 785	FDOT	W ATLANTIC BLVD	Identified as the # 4 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From NW 31st Ave to SR-845/POWERLINE RD	0	0	0	0	0	0	0	0.00
ID# 786	FDOT	US-1	Identified as the # 5 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-A1A/17TH ST to SR-84/24TH ST	0	0	0	0	0	0	0	0.00
ID# 787	FDOT	S UNIVERSITY DR	Identified as the # 6 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-858/MIRAMAR PKY to SR-821/FLORIDA'S TPKE	0	0	0	0	0	0	0	0.00
ID# 788	FDOT	N UNIVERSITY DR	Identified as the # 12 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-870/COMMERCIAL BLVD to BENGAL BLVD/44TH ST	0	0	0	0	0	0	0	0.00
ID# 789	FDOT	US-441	Identified as the # 13 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From ORANGE DR/45TH ST to SR-818/GRIFFIN RD/48TH ST	0	0	0	0	0	0	0	0.00
ID# 790	FDOT	N UNIVERSITY DR	Identified as the # 16 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From 5TH ST to SR-842/BROWARD BLVD	0	0	0	0	0	0	0	0.00
ID# 791	FDOT	S UNIVERSITY DR	Identified as the # 17 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-842/BROWARD BLVD to PETERS RD/12TH ST	0	0	0	0	0	0	0	0.00
ID# 792	FDOT	W COMMERCIAL BLVD	Identified as the # 20 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From 31ST AVE to US-441/SR-7/40TH AVE	0	0	0	0	0	0	0	0.00
ID# 793	FDOT	S UNIVERSITY DR	Identified as the # 21 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.	From SR-824/PEMBROKE RD to SR-820/HOLLYWOOD BLVD/PINES BLVD	0	0	0	0	0	0	0	0.00
ID# 800	FDOT	I-595	P3 payout for I-595 MEGA Project completed in 2014, corridor improvements including reversible managed lanes	From I-75 to SR-7	0	0	0	0	0	0	0	0.00

<b>ID# 801</b>	FDOT	I-95	Capacity improvements/interchanges - \$65,900,000 ROW and \$163,822,071 CON phases	From S. of Hallandale Beach Blvd to N. of Hollywood Blvd	0	0	0	0	0	0	0.00
<b>ID# 802</b>	FDOT	I-95	Capacity improvements/interchanges - CON phase only	From S. of Sheridan Street to N. of Griffin Road	0	0	0	0	0	0	0.00
<b>ID# 803</b>	FDOT	I-95	Interim interchange improvement - CON phase only	at Stirling Rd	0	0	0	0	0	0	0.00
<b>ID# 804</b>	FDOT	I-95	Interchange modification - CON phase only	at Davie Blvd	0	0	0	0	0	0	0.00
<b>ID# 809</b>	FDOT	US 27	Service-frontage-C/D system and five interchanges (Pembroke Road, Pines Boulevard, Sheridan Street, Stirling Road, Griffin Road); all phases: \$3,000,000 PD&E, \$6,000,000 PE, \$5,000,000 ROW, \$76,624,428 CON	From Pembroke Road to SW 26th St (N. of Griffin Rd)	0	0	0	0	0	0	0.00
<b>ID# 810</b>	FDOT	US 27	Freight capacity improvement; all phases: \$5,000,000 PD&E, \$12,000,000 PE, \$286,336,628 CON; goes with freight capacity project from Broward/Palm Beach County Line to Evercane Rd and linked to multicounty US 27 ITS project	From Krome Ave (Miami-Dade) to Broward/Palm Beach County Line	0	0	0	0	0	0	0.00
<b>ID# 811</b>	FDOT	US 27	Corridor Management, ITS for TSM&O Network on SIS Facilities (Miami-Dade, Broward, Palm Beach, Hendry counties), \$3,733,441 PE and \$21,840,633 CON phases, linked to US 27 freight capacity projects through Broward and Palm Beach counties	From Krome Ave to Evercane Rd (Hendry)	0	0	0	0	0	0	0.00
<b>ID# 834</b>	Broward MPO	SW 42nd St		SW 42nd St (Ravenswood Rd to	0	0	0	0	0	0	0.00
<b>ID# 705</b>	City of Hollywood	Sheridan Street Intercoastal Elevated Bridge	Installation of Elevated Bridge at Sheridan Street over the Intercoastal.	Sheridan Street over the Intercoastal	2.45	0	0	0	-2.52	0	-0.07

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