



University Drive Mobility Improvements Planning Study

Final Summary Report

MARCH 2015



UNIVERSITY DRIVE MOBILITY IMPROVEMENTS PLANNING STUDY

Final Summary Report March 2015

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Additional University Drive Mobility Improvements Planning Study References

The following technical documents and memorandums were prepared in association with the University Drive Mobility Improvements Planning Study. Additional details on the various components of the study summarized in this report may be found in these separate documents. To access these documents, please visit the project website at www.UniversityDriveImprovements.com.

- Public Involvement Plan and Public Involvement Summary
- Immediate-Term Improvements Report
- Market Assessment Report
- Existing Conditions Report
- Rights-of-Way Report
- Utilities Report
- Role of Transportation and Land Use Memorandum
- Zoning Analysis Summary
- Problem Statement, Purpose and Need, and Goals and Objectives Memorandum
- Data Driven Methodology Memorandum
- Ridership Forecasting and Analysis Methodology Report
- Ridership Forecasting Report
- FTA Initiation Package
- Tier 1 Screening Reports
- Detailed Definition of Alternatives Report and Plan Set
- Mobility Hub Urban Design Report
- Traffic Impacts Technical Memorandum
- Capital Costs Methodology Report
- Operations and Maintenance Cost Methodology Report
- Financial Plan
- Social, Economic, and Environmental Impacts Technical Memorandum
- Economic Development Opportunities Technical Memorandum
- Benefit/Cost Comparison Report

Executive Summary

University Drive is a regionally significant arterial roadway spanning the full length of Broward County and continuing south into Miami-Dade County. The corridor is currently served by both local bus service (Broward County Transit [BCT] Route 2) and limited stop service (University Breeze/BCT Route 102). The purpose of making multimodal transportation investments in the University Drive corridor is to enhance the transit passenger, cyclist, pedestrian, and driver experience; increase transit service reliability and improve transit travel times; encourage transit-oriented development; and emphasize integrated planning and investment for sustainable economic growth.

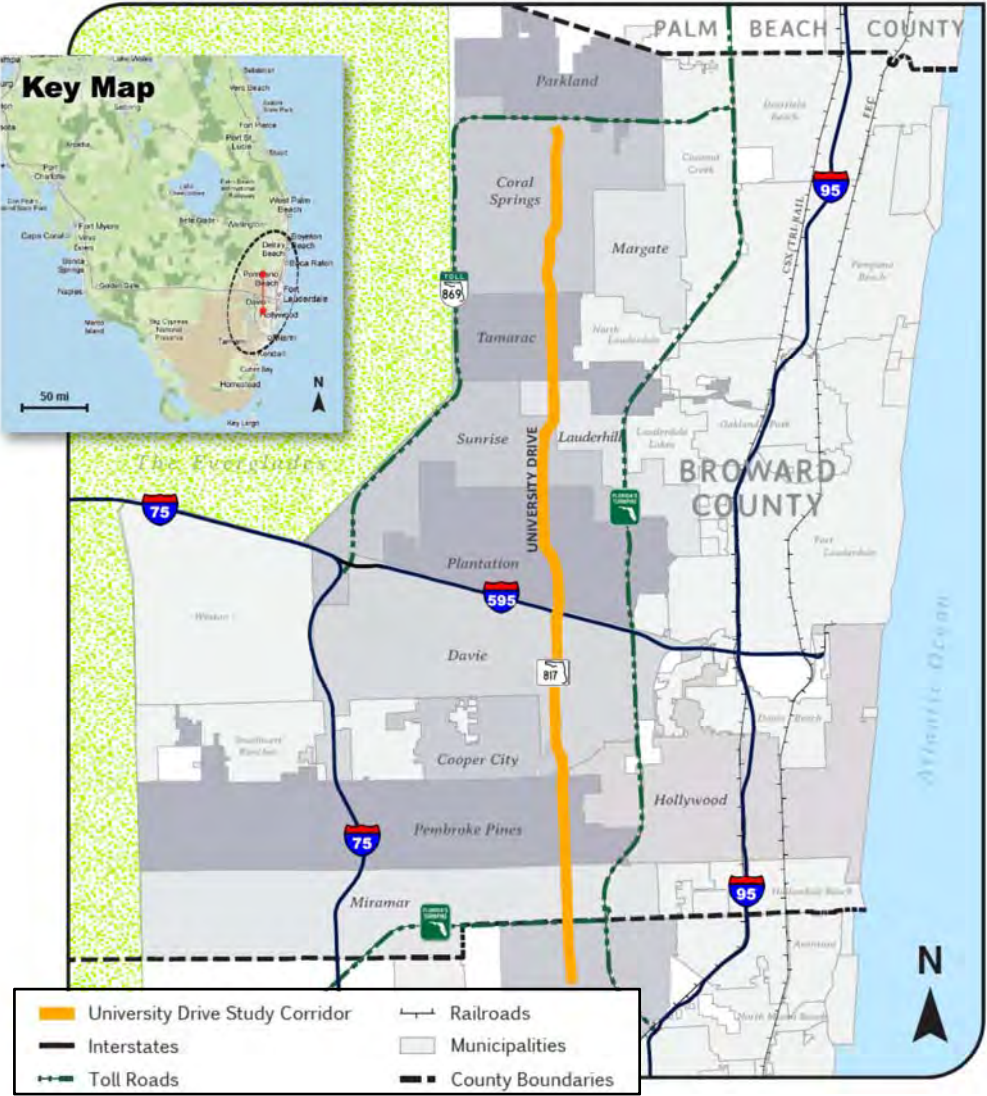
Study Purpose and Background

The University Drive corridor is identified in the adopted Broward MPO 2035 Long Range Transportation Plan (LRTP) as a premium transit corridor and in the 2040 LRTP as an enhanced bus corridor. The Broward County Transit (BCT) 2009 Comprehensive Operational Analysis (COA) identifies University Drive as one of the critical north-south transportation corridors in the county. The purpose of the University Drive Mobility Improvements Planning Study (Study) is to identify and evaluate short-term (approximately 0 to 3 years), mid-term (3 to 7 years), and long-term (beyond 10 years) mobility, congestion management, livability, and transit options for the study area. The study’s scope therefore merges transit planning and the

congestion management/livability planning processes into one study. Likewise, this study engages the public in developing multimodal transportation solutions that complement the movement of people and goods and foster livability. In summary, the needs in the corridor are to:

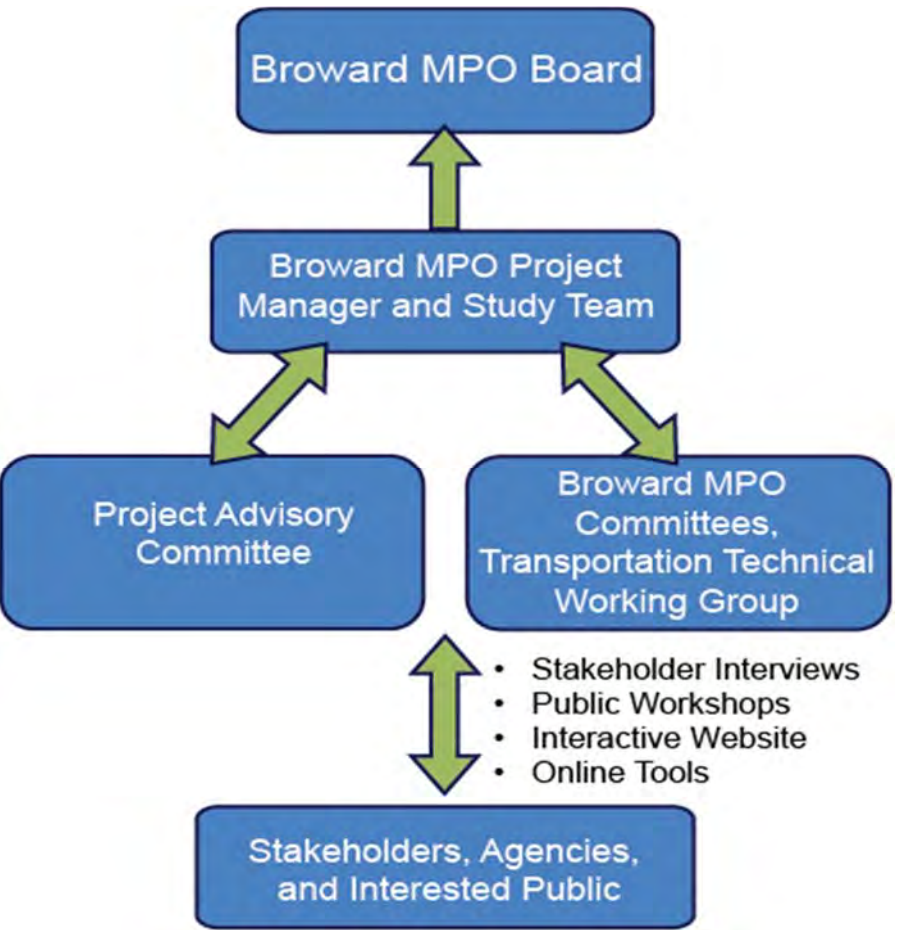
- Improve North-South mobility for transit, bicycle, pedestrian and automobile users
- Improve safety for all users
- Improve livability and walkability in and adjacent to the University Drive corridor
- Invest in transportation solutions that are cost effective

The study area is located along University Drive, from Westview Drive in northern Broward County, to south of the Broward/Miami-Dade County line at NW 207th Street (in Miami-Dade County) under current conditions. Under future conditions, the southern study limit is slightly north at NW 215th Street. Miami-Dade Transit is implementing a major transit hub at NW 215th Street and will be providing enhanced bus service connecting to various destinations in Miami-Dade County including the Golden Glades multimodal terminal and downtown Miami.



Stakeholders and Decision-Making Framework

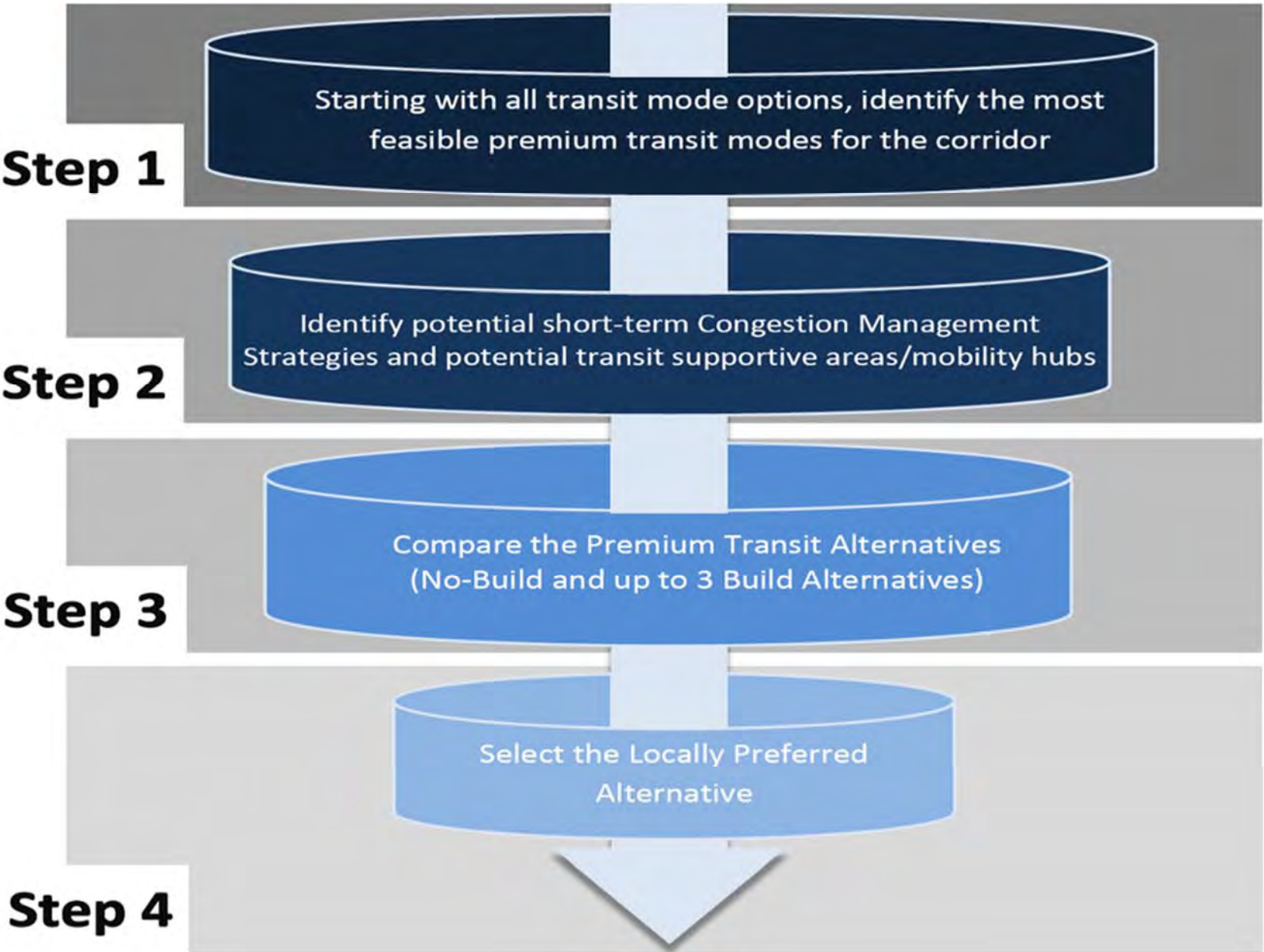
The Study was conducted in partnership with the transportation providers in the region, the cities and towns along the corridor, and the federal funding partner, the Federal Transit Administration (FTA). Local and active study partners (known as the Project Advisory Committee, or the PAC) include Broward County Transit, Broward County Planning and Zoning Department, Miami-Dade Transit, South Florida Regional Transportation Authority, Florida Department of Transportation, South Florida Education Center Transportation Management Association, and the municipalities of Cooper City, Coral Springs, Davie, Hollywood, Lauderhill, Margate, Miami Gardens, Miramar, Parkland, Pembroke Pines, Sunrise, and Tamarac.



Stakeholders (businesses, universities, etc.) along the corridor were interviewed at the onset of the project to gather feedback and insights regarding issues and opportunities along University Drive.

The Broward MPO led the study and worked directly with the project team and the PAC to identify the project purpose and need, develop

conceptual alternatives, and recommend a locally preferred alternative. As decisions were made at the PAC level, they were brought forward to the Broward MPO Committees and ultimately the MPO Board for feedback. In August and September 2014, the locally preferred alternative was approved by the MPO Committees and Board.



Existing Conditions in the Corridor

University Drive has developed as an auto-oriented corridor throughout the study area. It is largely characterized by strip malls and institutional uses, and it serves a variety of neighborhoods in 13 municipalities. It is primarily served by two (2) transit routes, the local Broward County Transit (BCT) Route 2 and the express BCT Route 102 (known locally as “the Breeze”). Route 2 is one of the best performing transit routes in Broward County. Daily ridership on these two routes is approximately 8,000 today. There are a number of important community assets along University Drive, such as large job centers, public service providers, regional attractions, and revenue generators. They include six major medical complexes, the South Florida Education Center, North Perry Airport, Calder Casino and Race Course, Sheraton Suites Plantation, and more than a dozen shopping malls and districts. Each of these assets has a regional reach, drawing users from across South Florida. University Drive also features a number of local assets, such as public schools; municipal and administrative offices; libraries; health clinics; and emergency response centers.

The purpose of making multimodal transportation investments in the University Drive corridor is to enhance the transit passenger, bicyclist, pedestrian, and driver experience; increase transit service reliability and improve travel time; encourage transit-oriented development; and emphasize integrated planning and investment for sustainable economic growth. Briefly summarized, existing conditions indicate the following:

- Congestion is a major issue at key locations along corridor (~40,000 to ~70,000 Average Daily Traffic Volume).
- Majority of the trips on Route 2 (52%) and 102 (71%) are work-related (*Southeast Regional Planning Model, 2010*).
- Existing BCT service along University Drive has low on-time performance (long travel times and frequency of stops as a result of extensive passenger activities such as cash payments, transfers, and bicycle placement).

- Critical safety challenges exist along the corridor (for bicyclists, pedestrians and autos).
- A mix of employment with 76% in the service sector within 1 mile of corridor traditionally results in a wide distribution of trips throughout the day and can contribute to off-peak congestion.
- Both Routes 2 and 102 have very high transfer rates (more than 64%) indicating the origins and destinations of transit ridership span much wider than the traditional market area of ½ mile.
- The average trip length in the corridor is about 5 miles for transit and auto trips.
- Route 2 provides good access, but suffers from long travel times and frequent stops as a result of extensive passenger activities and congestion along the corridor.

Purpose and Need, Goals and Objectives

Through the assessment of the existing conditions and strong interaction with the PAC; MPO Committees and Board; and the public, the following Needs were identified for the corridor:

- Improve North-South mobility for transit, bicycle, pedestrian and automobile users;
- Improve safety for all users;
- Improve livability and walkability in and adjacent to the University Drive corridor; and
- Invest in transportation solutions that are cost effective.

Specific Goals and Objectives were developed for each identified Need. Similar to the Needs, Goals and Objectives were developed with the PAC and refined based on public input received during the first round of public meetings and outreach. Using that information, nine alternatives were developed for the future of the corridor: four short-term alternatives (including a no-build “do nothing more” option) and five long-term alternatives.

Evaluation Criteria

The nine alternatives were evaluated against the project’s Needs, Goals, and Objectives. The evaluation criteria and associated performance measures were organized into the four project needs, as described below:

1. Improve Mobility for All Modes
 - a. Reduce transit travel times in the corridor
 - b. Increase overall transit ridership
 - c. Decrease transit rider distance/walk time at major transfers
 - d. Decrease automobile travel time throughout the corridor
2. Improve Safety for All Users
 - a. Decrease pedestrian and bicyclist conflict points
 - b. Linear feet of new sidewalk
3. Improve Livability and Walkability
 - a. Improve pedestrian environment with buffers, landscaping, etc.
 - b. Improve bicyclist environment with buffers, landscaping, etc.
 - c. Minimize impacts to the environment, businesses, and neighborhoods
4. Invest in Transportation Solutions that are Cost Effective
 - a. Implement alternatives that are cost-effective to build
 - b. Implement alternatives that are cost-effective to operate
 - c. Leverage economic development opportunities
 - d. Implement top transportation priorities in the region

Public and Agency Involvement

Two phases of public involvement were undertaken throughout the University Drive Mobility Improvements Planning Study. The first phase of involvement was intended to gather input on the issues and needs seen throughout the corridor and to develop a vision based on that input. The second phase of public involvement presented the benefits, impacts, and costs of each of the alternative scenarios as revealed in the alternative evaluations and allowed the public to vote on their top choices for both the short- and long-term.

The majority of the public selected Option Yellow as the preferred short term alternative and Option Indigo as the preferred long term alternative. Option Yellow focuses on a variety of pedestrian and bicycle strategies while also implementing strategies for congestion management and encouraging the development of mobility hubs. Option Indigo builds on Option Yellow and converts BCT Route 102 to a Bus Rapid Transit service that provides service every 15 minutes



throughout the day. Additionally, Route 2 provides local service, arriving every 30 minutes throughout the day. Also included are transit enhancements at intersections and the construction of Bus Rapid Transit stations. Partnerships with each municipality were critical to the success of the outreach efforts. Over 550 comments were received for feedback on the study area's issues and solutions. The public's feedback fed into key decision points in the process, including the locally preferred alternative decision.

Relating to agency involvement, as described in the previous section, the project was guided by the Project Advisory Committee as well as technical working groups. These two groups were made up of various members including planning agencies, operating agencies, and implementation agencies.

Locally Preferred Alternative

The locally preferred alternative (LPA) was recommended by the PAC and confirmed by the Broward MPO Committees and Board in August and September of 2014. The LPA was chosen from a set of nine potential multimodal transportation alternatives, each of which was evaluated based on how well they served the project's needs and goals. The benefits and costs of each alternative were evaluated to inform the PAC and MPO decisions. The alternatives included pedestrian and bicycle network improvements in combination with local bus service improvements, enhanced bus service improvements, and bus rapid transit service improvements. Scenarios with and without exclusive business access and transit (BAT) lanes were assessed for the enhanced bus and bus rapid transit related alternatives. The pedestrian and bicycle related improvements were incorporated into all the alternatives tested to enhance mobility, safety and livability for current and future passengers boarding and alighting transit on University Drive.

The Locally Preferred Alternative includes the following key strategies:

- Construct sidewalks along University Drive (and within a ¼-mile radius of the corridor) with a buffer from traffic where possible;
- Construct bicycle facilities on University Drive (and within ½-mile radius of the corridor) with a buffer from traffic where possible;
- Implement pedestrian accommodations at all intersections, including curb ramps, crosswalks, and shorter traffic signal cycles;
- Design for greater levels of walking and bicycling in "activity areas;"
- Create additional signalized pedestrian crossing opportunities;
- Modify intersection geometry to improve pedestrian accessibility, by evaluating the removal of right-turn lanes and reducing curb radii;
- Develop mobility hubs at 30th Street and Sunset Strip;
- Retime and synchronize traffic signals;
- Improve bus stop amenities through strategies such as adding bus shelters, benches, and accessibility pads;
- Improve the transit service to an Enhanced Bus Service with Route 2 and Route 102 buses arriving every 30 minutes throughout the day;
- Relocate bus stops closer to intersections at select locations to minimize transfer time; and
- Introduce transit preferential treatments, including signal priority, mobile ticketing, queue jumps, enhanced bus stations, and bus islands.

SECTION 1

INTRODUCTION

1 Introduction

University Drive is a regionally significant arterial roadway spanning the full length of Broward County and continuing south into Miami-Dade County. The corridor is currently served by both local bus service (Broward County Transit [BCT] Route 2) and limited stop service (University Breeze/BCT Route 102). The purpose of making multimodal transportation investments in the University Drive corridor is to enhance the transit passenger, cyclist, pedestrian, and driver experience; increase transit service reliability and improve transit travel times; encourage transit-oriented development; and emphasize integrated planning and investment for sustainable economic growth. This section includes a brief overview of the:

- Study Purpose and Background
- Stakeholders and Decision-Making Framework
- Public and Agency Involvement
- Locally Preferred Alternative

1.1 Study Purpose and Background

The University Drive corridor is identified in the adopted Broward MPO 2035 Long Range Transportation Plan (LRTP) as a premium transit corridor and in the 2040 LRTP as an enhanced bus corridor. The Broward County Transit (BCT) 2009 Comprehensive Operational Analysis (COA) identifies University Drive as one of the critical north-south transportation corridors in the county. The purpose of the University Drive Mobility Improvements Planning Study (Study) is to identify and evaluate short-term (approximately 0 to 3 years), mid-

term (3 to 7 years), and long-term (beyond 10 years) mobility, congestion management, livability, and transit options for the study area. The study’s scope therefore merges transit planning and the congestion management/livability planning processes into one study. Likewise, this study engages the public in developing multimodal transportation solutions that complement the movement of people and goods and foster livability. *To learn more about the study purpose, please see Section 3.* In summary, the needs in the corridor are to:

- Improve North-South mobility for transit, bicycle, pedestrian and automobile users
- Improve safety for all users
- Improve livability and walkability in and adjacent to the University Drive corridor
- Invest in transportation solutions that are cost effective

As shown in **Figure 1**, the study area is located along University Drive, from Westview Drive in northern Broward County, to south of the Broward/Miami-Dade County line at NW 207th Street (in Miami-Dade County) under current conditions. Under future conditions, the southern study limit is slightly north at NW 215th Street. Miami-Dade Transit is implementing a major transit hub at NW 215th Street and will be providing enhanced bus service connecting to various destinations in Miami-Dade County including the Golden Glades multimodal terminal and downtown Miami.

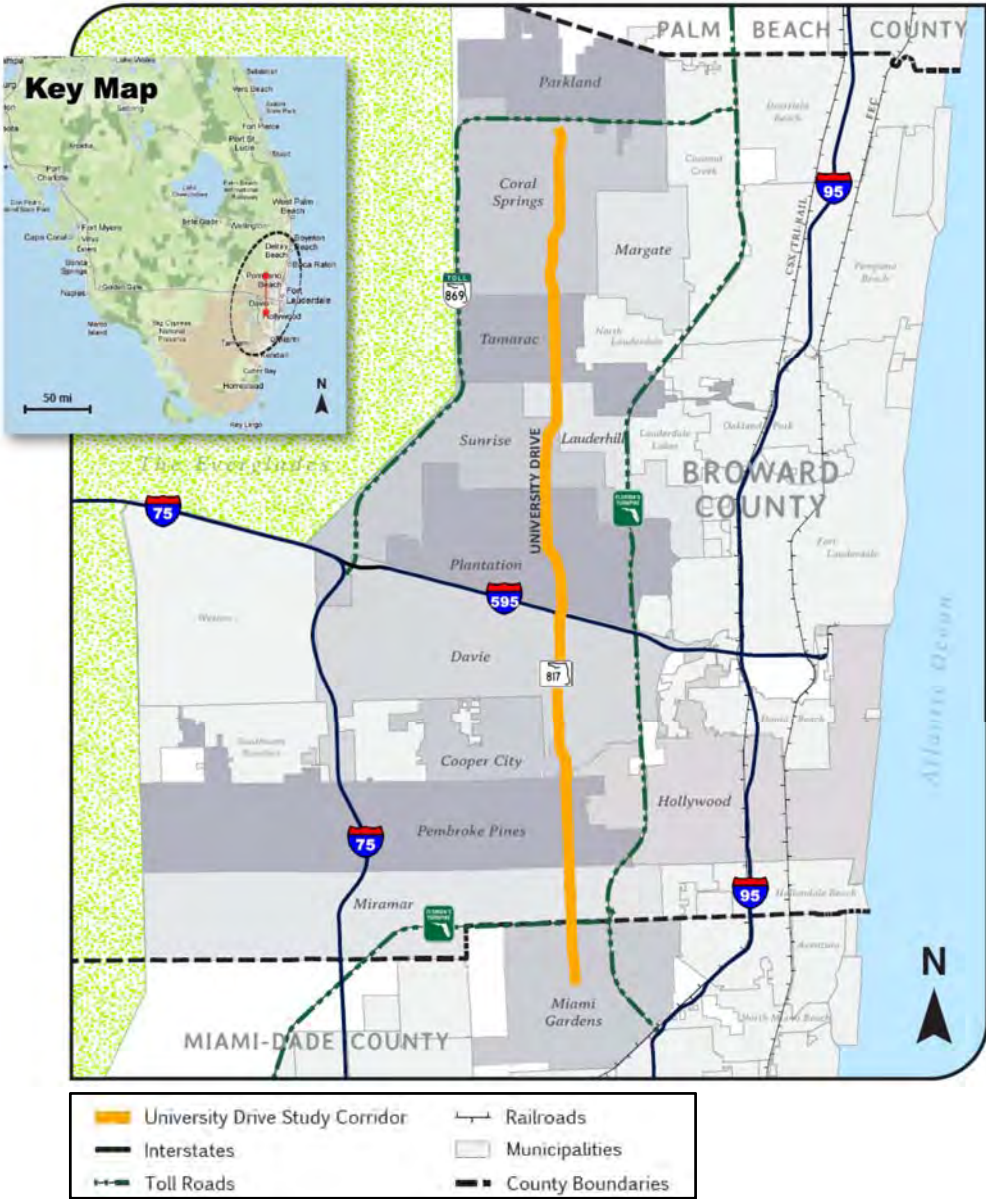


Figure 1: Study Area

1.2 Stakeholders and Decision-Making Framework

The Study was conducted in partnership with the transportation providers in the region, the cities and towns along the corridor, and the federal funding partner, the Federal Transit Administration (FTA). Local and active study partners (known as the Project Advisory Committee, or the PAC) include Broward County Transit, Broward County Planning and Zoning Department, Miami-Dade Transit, South Florida Regional Transportation Authority, Florida Department of Transportation, South Florida Education Center Transportation Management Association, and the municipalities of Cooper City, Coral Springs, Davie, Hollywood, Lauderhill, Margate, Miami Gardens, Miramar, Parkland, Pembroke Pines, Sunrise, and Tamarac. Stakeholders (businesses, universities, etc.) along the corridor were interviewed at the onset of the project to gather feedback and insights regarding issues and opportunities along University Drive.

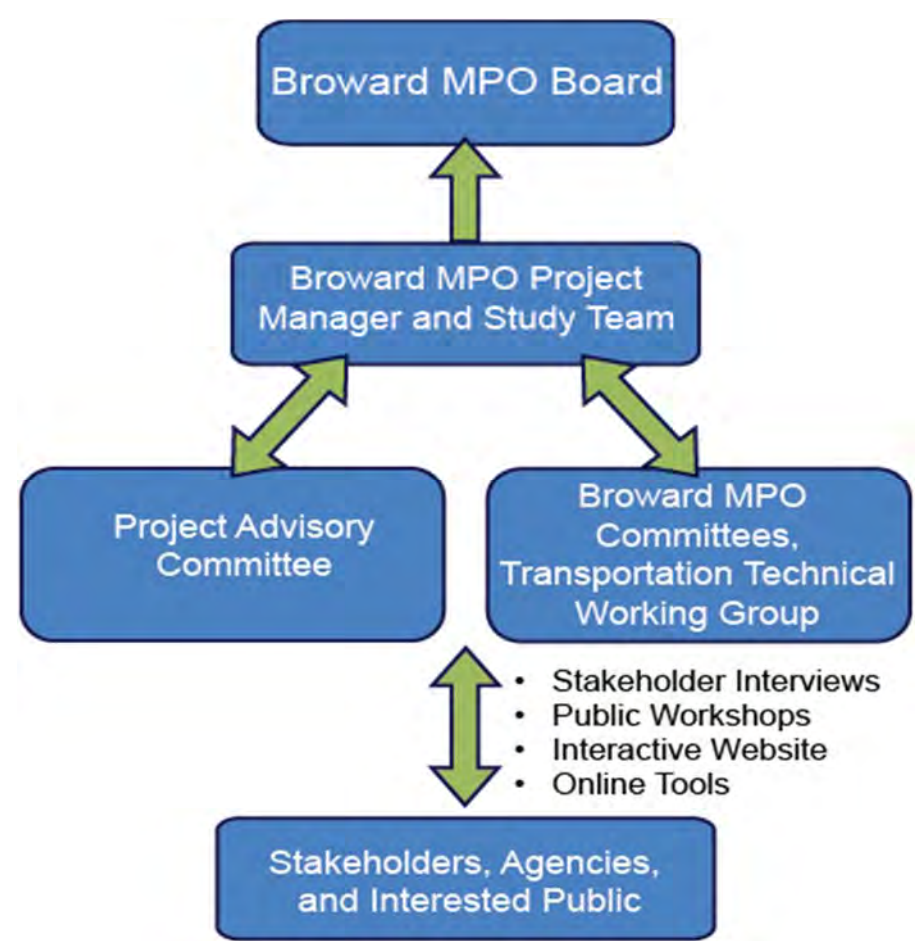


Figure 2: Study Decision-making Framework



The Broward MPO led the study and worked directly with the project team and the PAC to identify the project purpose and need; develop conceptual alternatives; and recommend a locally preferred alternative (LPA). As decisions were made at the PAC level, they were brought forward to the Broward MPO Committees and ultimately the MPO Board for feedback. In August and September 2014, the LPA was approved by the MPO Committees and Board. The decision-making framework for the study is shown in **Figure 2**.

1.3 Public and Agency Involvement

Two phases of public involvement were undertaken throughout the University Drive Mobility Improvements Planning Study. The first phase of involvement was intended to gather input on the issues and needs seen throughout the corridor and to develop a vision based on that input. Using that information, nine alternatives were developed for the future of the corridor: four short-term alternatives (including a no-build “do nothing more” option) and five long-term alternatives. The second phase of public involvement presented the benefits, impacts, and costs of each of the alternative scenarios and allowed the public to vote on their top choices for both the short- and long-term. Partnerships with each municipality were critical to the success



Photo: Lauderhill Public Workshop Meeting

of the outreach efforts. The public’s feedback fed into key decision points in the process, including the locally preferred alternative decision. *For more information on the engagement process, see Section 6.*

Relating to agency involvement, as described in the previous section, the project was guided by the Project Advisory Committee as well as technical working groups. These two groups were made up of various members including planning agencies, operating agencies, and implementation agencies.

1.4 Locally Preferred Alternative

The locally preferred alternative (LPA) was recommended by the PAC and confirmed by the Broward MPO Committees and Board in August and September of 2014. The LPA was chosen from a set of nine potential multimodal transportation alternatives, each of which was evaluated based on how well they served the project’s needs and goals. The benefits and costs of each alternative were evaluated to inform the PAC and MPO decisions. *To see more detail on the locally preferred alternative, see Section 7.*

SECTION 2

EXISTING CONDITIONS

2 Existing Conditions

As previously noted in Section 1, University Drive is a regionally significant arterial roadway. It spans the full length of Broward County, from the northern county line in the City of Parkland to the southern county line in the City of Miramar. As University Drive crosses the county line into Miami-Dade County, it becomes NW 27th Avenue and continues south to the shore of Biscayne Bay. The combined length of University Drive/NW 27th Avenue is approximately 42 miles, with University Drive proper accounting for approximately 23 miles. Three interchanges—at Sawgrass Expressway, I-595, and the Homestead Extension of the Florida Turnpike—connect the two ends and the midpoint of University Drive to highways with direct access to I-75, I-95, and the Florida Turnpike, and subsequently to almost any part of the South Florida urbanized region.

University Drive is primarily served by two (2) transit routes, the local Broward County Transit (BCT) Route 2 and the express BCT Route 102 (known locally as “the Breeze”). Route 2 is one of the best performing transit routes in Broward County. Daily ridership on these two routes is approximately 8,000 today. Below are the bus service limits for the County.

1

Broward County Transit
University Breeze Service – Route 102
Limited Stop Service
*Golden Glades/Tri-Rail Park and Ride
to/from Westview Drive and University Drive*

2

Broward County Transit
Local Service - Route 2
*NW 207th Street and University Drive to/from
to Westview Drive and University Drive*

There are a number of important community assets along University Drive, such as large job centers, public service providers, regional attractions, and revenue generators. They include six major medical complexes, the South Florida Education Center, North Perry Airport, Calder Casino and Race Course, Sheraton Suites Plantation, and more than a dozen shopping malls and districts. Each of these assets has a regional reach, drawing users from across South Florida. University Drive also features a number of local assets, such as public schools; municipal and administrative offices; libraries; health clinics; and emergency response centers. More on the community assets can be found further in this section.



Photo: BCT Route 2, University Drive

In Section 2, the corridors existing conditions for the following elements are summarized:

- Demographics and Population Characteristics
 - Population versus Housing Densities
 - Household Income and Poverty
 - Age Distribution
 - Vehicle Access
- Land Use
 - Community Assets
 - Redevelopment Opportunities
- Economic Characteristics
 - Job Locations of University Drive Residents
 - Home Locations of University Drive Workers
 - Relationship between Job Locations and Housing Locations within the Corridor
 - Residents in the Labor Force
- Transportation Characteristics
 - Roadway Characteristics (Traffic Volumes, Traffic Operations, Collisions)
 - Transit Characteristics (Boardings and Alightings, Travel Time)
 - Walking and Cycling

For more detailed information on the corridor’s existing conditions, see the Existing Conditions Technical Memorandum at www.UniversityDriveImprovements.com.

2.1 Demographic Profile

A number of sociocultural measures were analyzed to develop a snapshot of the community that University Drive serves. In general, the population is diverse and there are some clear trends. In some cases, University Drive serves as a dividing line between differing conditions east and west of the corridor and I-595 does the same to the north and south. In other cases, geographic patterns are approximately congruent with municipal boundaries or areas delineated by major roads. This section describes the study area’s demographics in terms of population characteristics and employment characteristics.

Population and Housing Densities

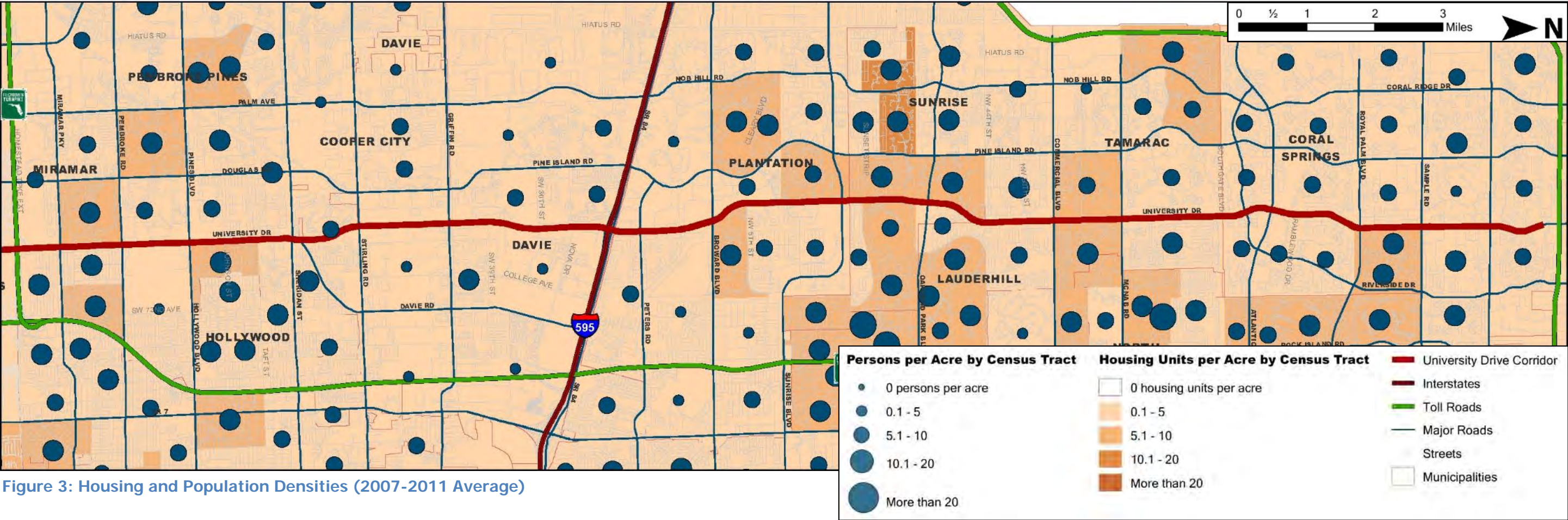
Population and housing densities vary across the University Drive study area, with no strong correlation between the two. Broadly

speaking, housing densities are mostly less than five units per acre across the study area, while population densities are somewhat higher north of Broward Boulevard and south of Sheridan Street (up to 10 units per acre). **Figure 3** illustrates population and housing densities.

As measured by persons per acre by census tract, Broward County features a median population density of 8.1 persons per acre. Densities above the median are distributed among census tracts in all municipalities in the corridor with the exception of Cooper City. The highest high densities (above 20 persons per acre) are found in Lauderdale. The lowest densities in the study area are found in the central portion of the County between Broward Boulevard to Davie

Road Extension. The population densities immediately adjacent to University Drive are generally lower than 10 persons per acre.

Based on a comparison of housing and population density, it is clear that much of the study area consists of low density development. This often manifests itself as single family homes in private developments. Smaller areas of multifamily and condo/apartment tower housing, and thus higher density development, exist in localized areas north of Broward Boulevard. The nature of the neighborhood development helps to determine the character of the areas along the corridor and give insight into how the corridor used and the types of treatments that may be appropriate.



Median number of persons per acre in Broward County (not including Everglades portion): 8.1
Median number of housing units per acre in Broward County (not including Everglades portion): 3.8
Source: 2007-2011 American Community Survey 5-Year Estimates

Household Income and Poverty

As can be seen in **Figure 4**, University Drive acts as a diving line for income levels throughout much of the study area. Many of the Census Tracts west of the corridor contain median household incomes at or above the Broward County Median of \$51,405. In that same area, the percent of persons below the poverty threshold is generally lower than the Broward County Median of 11.3%. The opposite is true for the majority of the corridor to the east of University Drive. Areas of high average poverty are generally concentrated in Lauderhill, parts of Davie, and a part of Miami Gardens. Parkland, Tamarac, Cooper City, and parts of Davie and Plantation generally have lower incidences of poverty and higher income levels.

That being said, each city is diverse and most contain all levels of income and poverty. In some cases, high- and low- income areas are located immediately adjacent to each other. The census tract level analysis does presents a high level picture of these relationships, however it should be understood that this is a general representation and not a true picture of exactly where income levels change.



Photo: Nova Southeastern University
Campus, Davie Florida

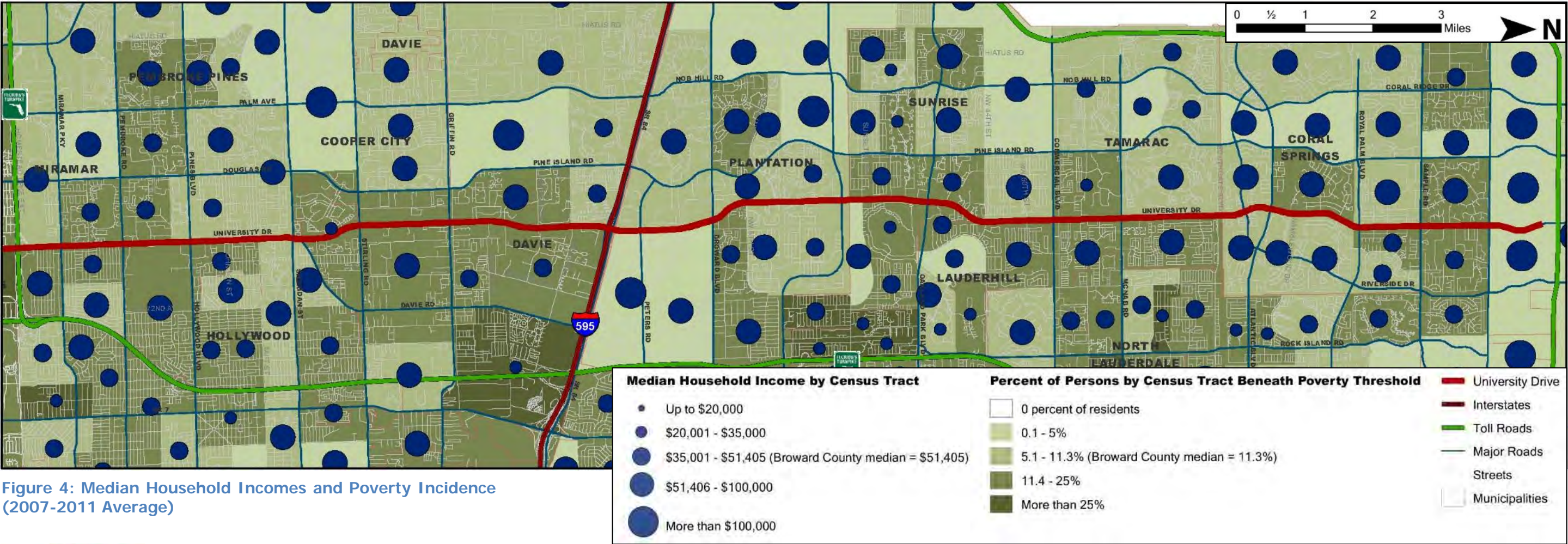


Figure 4: Median Household Incomes and Poverty Incidence
(2007-2011 Average)

Age Distribution

Just over one in four households in Broward County have a person aged 65 or more residing in it. In general, the higher concentrations of elderly populations in the study area can be found to the north of I-595. This is especially evident in Tamarac, Lauderhill, and Sunrise. There are a number of retirement homes, assisted living facilities, and other residential areas that cater to seniors in the northern half of the study area, which explains the higher densities.

At the other end of the age spectrum, households with one or more children up to age 18 are prevalent throughout the study area. The majority of census tracts in the study area fall above the county median of 32.3 percent of households with children per census tract, with representation in every municipality in the corridor. Coral

Springs, North Lauderdale, Sunrise, Miramar, and Miami Gardens in particular feature neighborhoods in which more than half of households have children.

In general, areas with higher concentrations of the elderly have lower concentrations of youth and vice versa. Even so, both populations face similar issues when it comes to transportation. Both are more likely to rely on alternative forms of transportation, as they are less likely to have access to a vehicle or the ability or desire to drive.

Vehicle Access

The median percentage of households in Broward County without access to a vehicle is 5.7 percent; a small number that points to a

dependence on automobiles in South Florida. As illustrated in **Figure 5**, homes along the southern half of the University Drive corridor are more likely to have access to a vehicle than those in the northern half, although vehicle ownership remains relatively high. Still, in some neighborhoods along the University Drive corridor, one in every six households does not have access to a vehicle. For those census tracts with the highest rates of zero-car households (above 15 percent), all but two are found east of University Drive in Sunrise, Lauderhill, and Margate. In Lauderhill especially, such census tracts also exhibit higher rates of poverty. There are also a few areas along the corridor where every households reports having access to a vehicle.

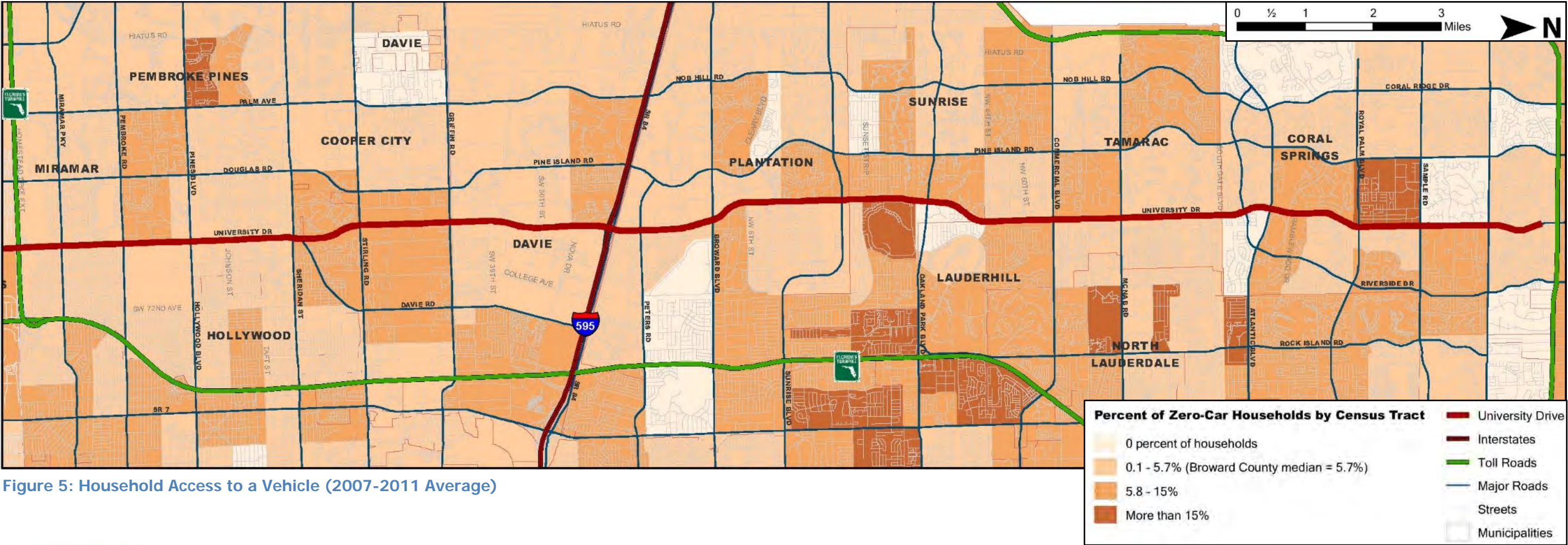


Figure 5: Household Access to a Vehicle (2007-2011 Average)

2.2 Land Use

As illustrated in Figure 6, the land uses in the University Drive study areas are varied. Generally, the land uses consist of residential uses set back from the corridor by a layer of auto-oriented commercial land uses such as new and aging strip malls and office parks. Because of this, University Drive is predominately a commercial and business corridor.

Many of the uses adjacent to University Drive include retail business, light industrial activities, office and professional uses, or similar activities. Other predominant uses include institutional, residential, and public land uses, particularly in Plantation, Davie, Cooper City, and Pembroke Pines. Beyond the immediate corridor, a variety of single- and multi-family residential uses form the largest land use type. Despite this broad range, most residential land in the study area

consists of single-family units at up to five units per acre. Compatible land uses, such as recreational spaces, community and public facilities, and conservation areas, are commonly found near these residential districts.

The auto-oriented nature of the corridor has resulted in a network characterized by large blocks and long distances between crossing points for pedestrians and bicyclists. Some zoning ordinances require large setbacks for businesses as well as segregated land uses, which have led to a development patten that does not easily promote the use of transit, bicycling, or walking as desirable modes of transportation.

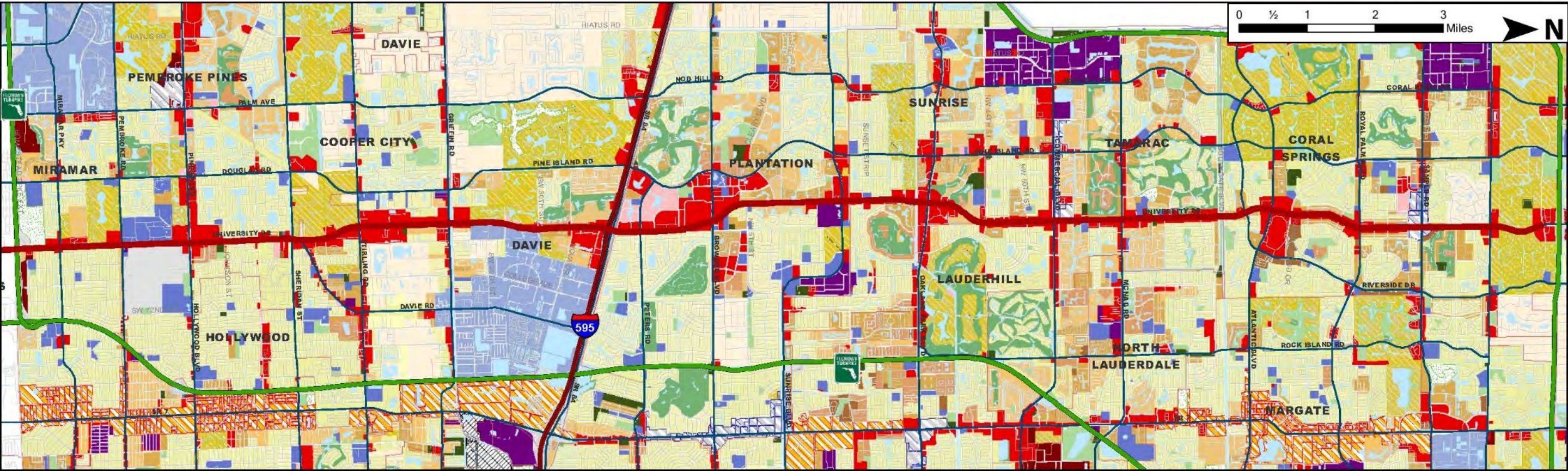


Figure 6: Future Land Uses

Source: Broward Planning Council

Community Assets

A number of facilities on or near the University Drive corridor act as important community assets. These facilities include large job centers, public service providers, regional attractions, and revenue generators. Their presence often supports additional services and businesses in their vicinity. Specific uses include health facilities, shopping centers, and major educational institutions. Each has a regional reach, drawing users from across the county or beyond. **Figure 7** identifies the locations of many of these assets. University Drive also features many local assets, such as public schools, municipal and administrative offices, libraries, health clinics, emergency response centers, and smaller shopping destinations.



Photo: Lake at Nova Southeastern University

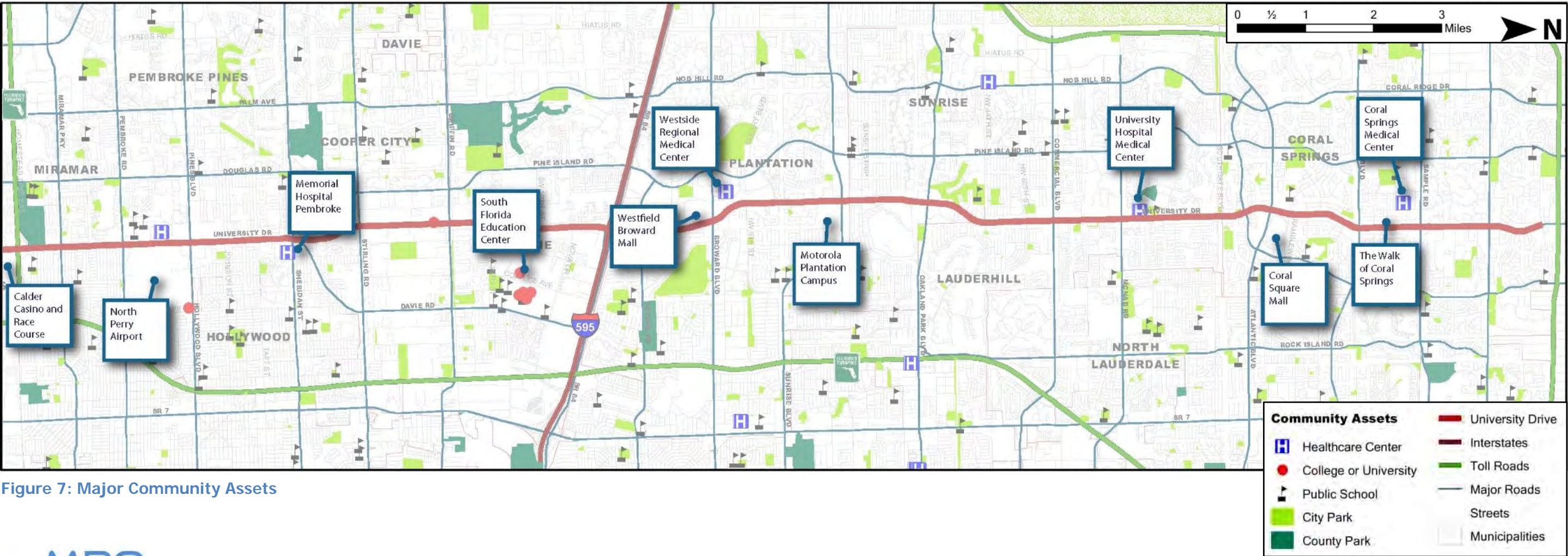


Figure 7: Major Community Assets

Redevelopment Opportunities

Redevelopment opportunities along University Drive were identified by various stakeholders during a series of public outreach activities in support of this study. They may be organized into two groups:

- 1. Areas and projects that are targeted for immediate or near-term redevelopment or may be presently undergoing redevelopment.
- 2. Areas where redevelopment could result in significant local impacts but no actionable plans are known to exist. This includes areas for improvement or redevelopment identified in municipal planning documents or by municipal planning/engineering staff.

Key redevelopment opportunities are shown in **Figure 8**.

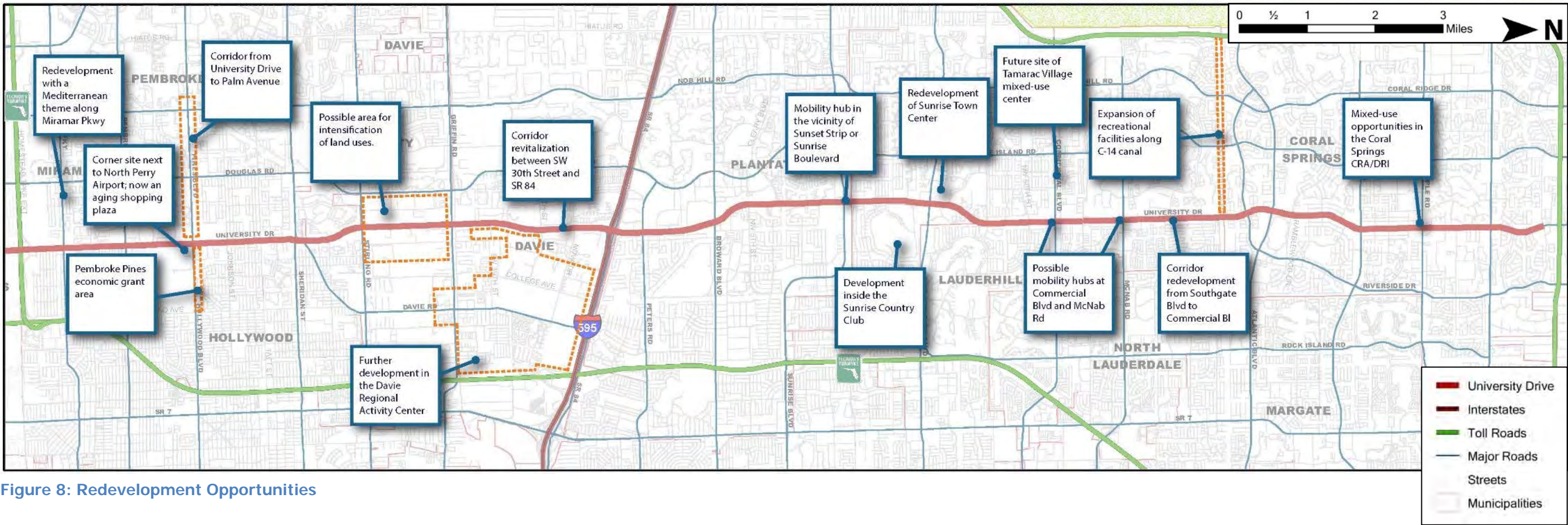


Figure 8: Redevelopment Opportunities

2.3 Economic Characteristics

The University Drive study area is home to thousands of residents and hundreds of businesses. These residents and businesses do not strongly agglomerate in any local area, although the northern half of the study area contains a somewhat larger share of jobs than the southern half, according to a Longitudinal Employer-Household Dynamics (LEHD)¹ synthesized home-to-work flow analysis. Residents in the study area mostly work in Broward County, however a number of workers do travel to distant parts of Miami-Dade and Palm Beach counties as well.

Job Locations of University Drive Residents

Workers who live within one mile of University Drive hold jobs across most of the South Florida urban region, although a distinct majority share of those jobs is within Broward County. The largest

concentrations of these jobs are located in west Sunrise; central Miramar and Pembroke Pines; east Hollywood; north Fort Lauderdale; and Margate. A notable concentration of these jobs also exists along University Drive from the SFEC north to Coral Springs.

Beyond Broward County, downtown Miami contains a concentration of jobs for University Drive residents, as do unincorporated parts of Miami-Dade County in the vicinity of the Dolphin Expressway (SR 836). Southeast Palm Beach County also has a moderate concentration of these jobs. **Figure 9** shows the LEHD output of job locations for University Drive residents.

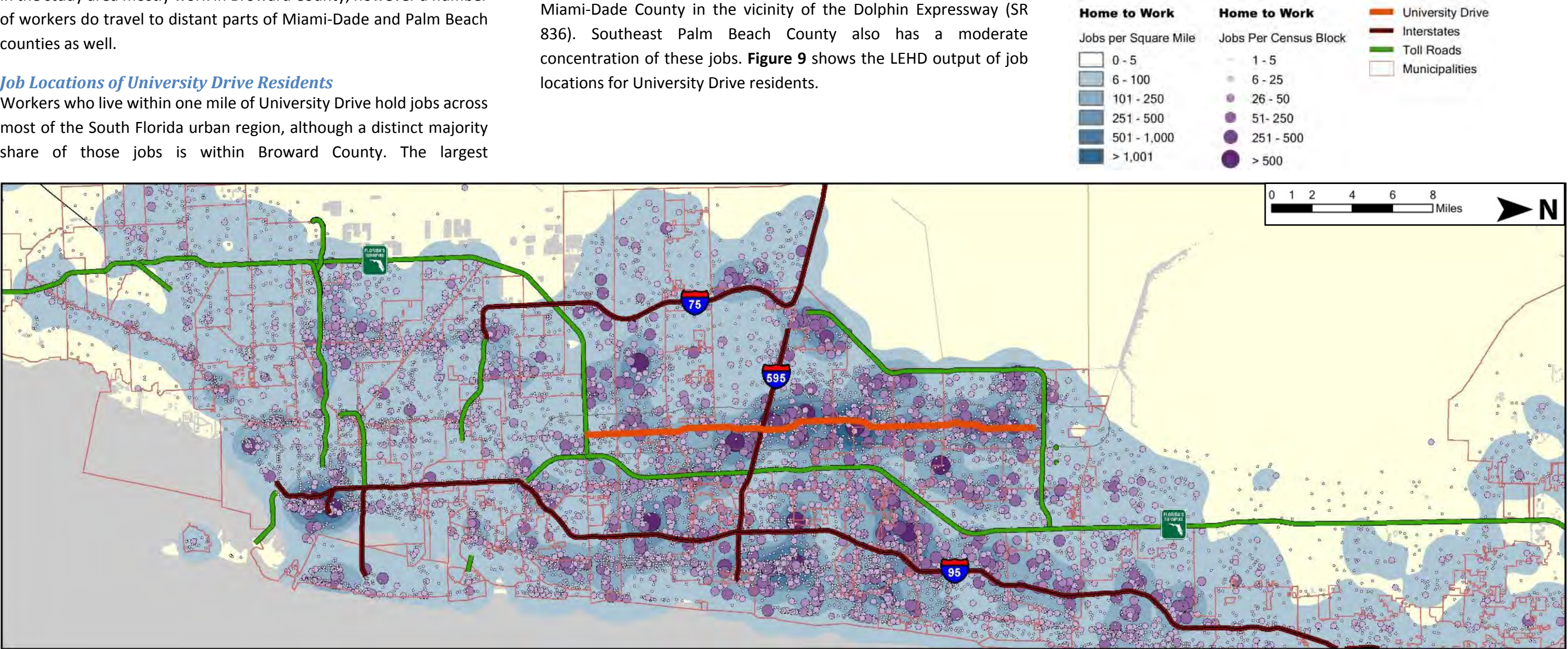


Figure 9: Job Locations of Residents within 1 Mile of University Drive

Source: U.S. Census Bureau, Center for Economic Studies

A NOTE ABOUT THE MAP: Blue patches and purple dots both represent the number of workers specifically where each patch or dot is located. These workers live within 1 mile of University Drive.

¹ The Longitudinal Employer-Household Dynamics (LEHD) program is part of the Center for Economic Studies at the U.S. Census Bureau. It combines public-use

employer and employee data from federal, state, and Census Bureau sources to analyze jobs and housing relationships.

Home Locations of University Drive Workers

Jobs located within one mile of University Drive are held mostly by workers who live in Broward County and more specifically in the section of the study area north of Davie. The eastern third of Broward County, however, is less represented than the central and western thirds, indicating that many University Drive jobs are held by local workers (a conclusion similar to the previous LEHD output). Figure 10 shows the LEHD output of home locations for University Drive jobs.

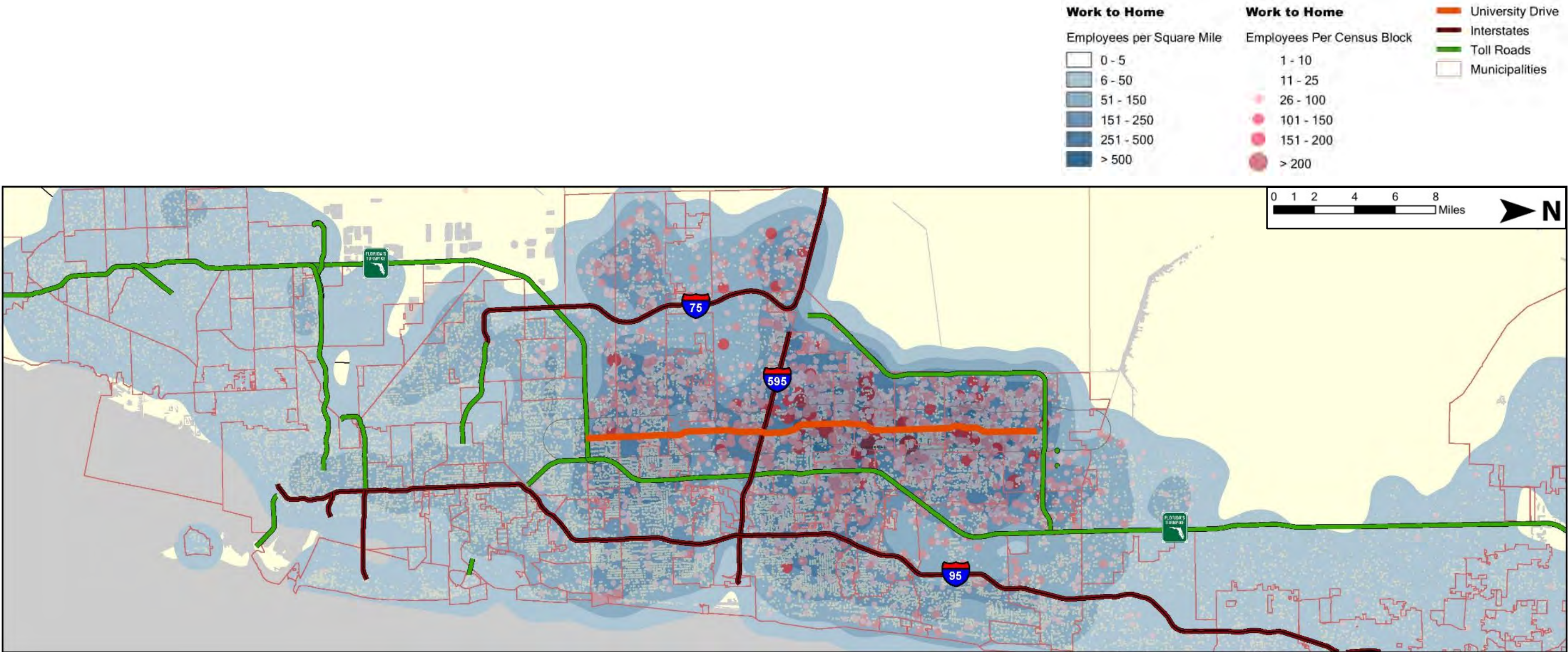


Figure 10: Home Locations of Persons who Work within 1 Mile of University Drive

Source: U.S. Census Bureau, Center for Economic Studies

A NOTE ABOUT THE MAP: Blue patches and red dots both represent the number of workers specifically where each patch or dot is located. These workers live within 1 mile of University Drive.

Relationship between Job Locations and Housing Locations within the Corridor

A final LEHD output shows job and home locations of persons who live *and* work within the one mile of University Drive, illustrated in **Figure 11**. A significant number of corridor residents also work within the study area. Notably, nine census blocks north of I-595 feature more than 150 workers who live elsewhere along University Drive. The corridor is otherwise largely represented by smaller numbers of local worker/residents, on the order of 25 or fewer per census block. This figure, as with the LEHD output in **Figure 9**, shows a discernibly larger number and concentration of University Drive jobs north of I-595 than south.

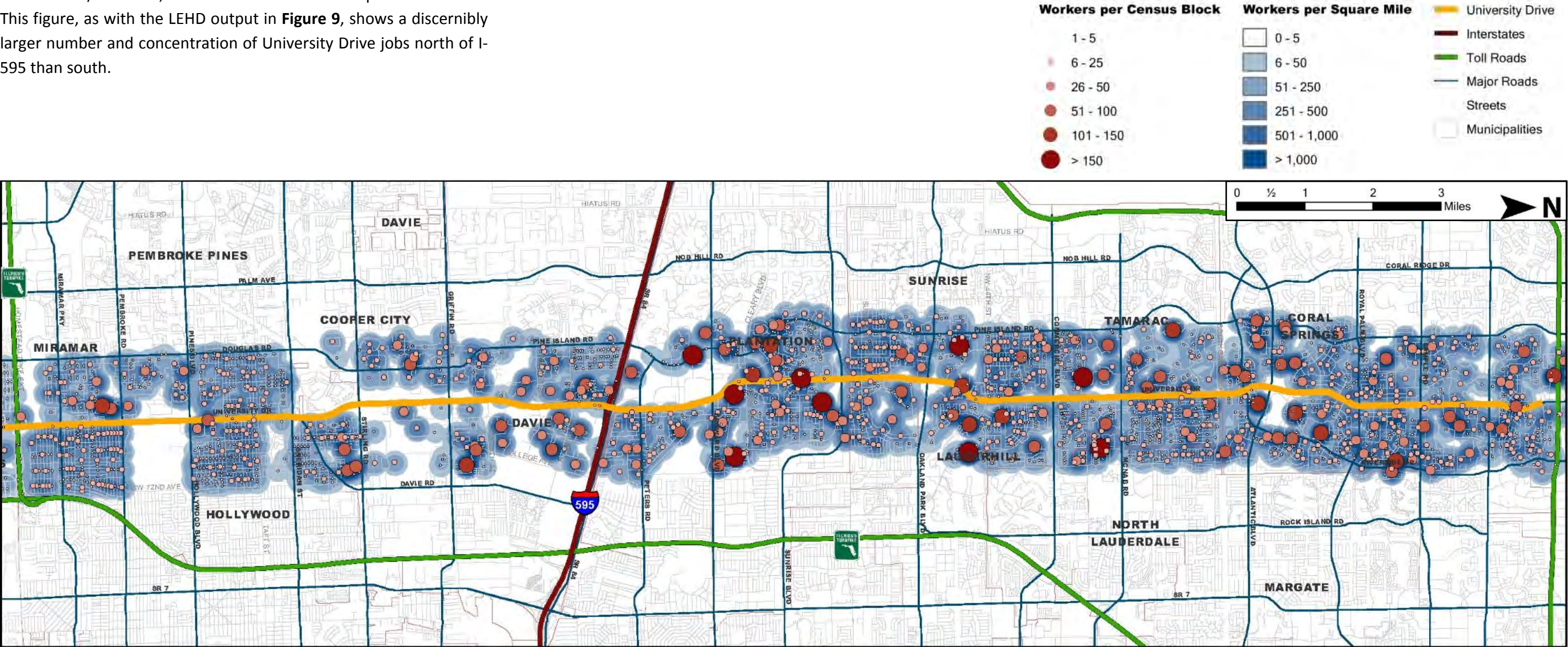


Figure 11: Relationship between Jobs and Housing Locations both within 1 Mile of University Drive

Source: U.S. Census Bureau, Center for Economic Studies

A NOTE ABOUT THE MAP: Blue patches and red dots both represent the number of workers specifically where each patch or dot is located. These workers live within 1 mile of University Drive.

Residents in the Labor Force

Figure 12 shows the density of residents in the labor force in the study area. As can be seen, this number varies throughout the corridor, however it appears that greater numbers of workers live to the west and north of the corridor than to the south and east. The largest concentrations of residents who work or can work (more than 75 percent of total residents) are found in census tracts in Miramar, Pembroke Pines, Plantation, Sunrise, Tamarac, Margate, and Coral Springs. The lowest concentrations of workers, meanwhile, are found in census tracts in Miami Gardens, Hollywood, Davie, Plantation, Tamarac, and Coral Springs. One explanation of the variability along the corridor is the relation to residents over the age of 65 or under 18, who are less likely to work. Regardless, this analysis enables us to gain a better understanding of where commuters along the corridor may be coming from.

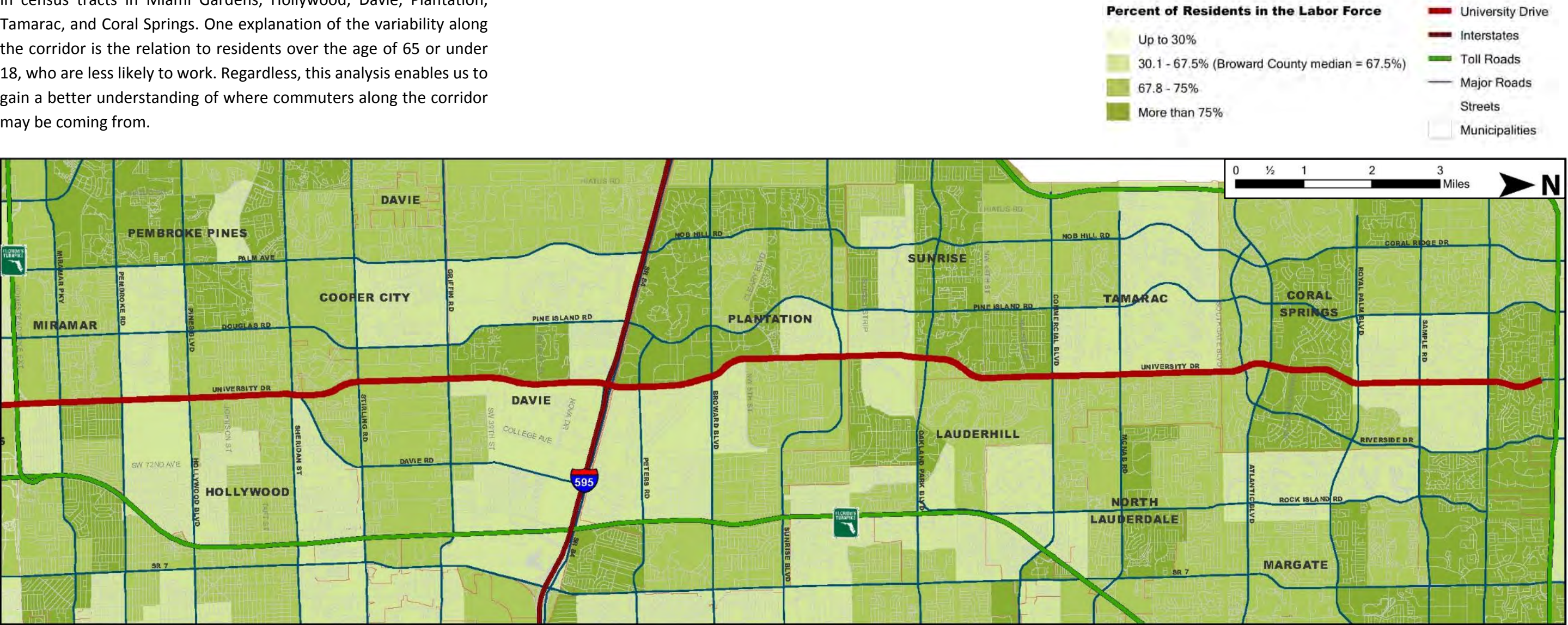


Figure 12: Residents in the Labor Force (2007-2011 Average)

Source: 2007-2011 American Community Survey 5-Year Estimates

2.4 Transportation Characteristics

Roadway Characteristics

University Drive is classified as a four-lane urban collector from Holmberg Road (Parkland) south to the Sawgrass Expressway (a distance of just two-thirds of a mile), then as a six-lane, median-separated principal arterial from the Sawgrass Expressway to the Miami-Dade County line. The Broward Trafficways Plan provides University Drive with a uniform 200-foot right-of-way (ROW); wider than any other north-south road between SR 7/US 441 to the east and Flamingo Road to the west.

University Drive is assigned by the Florida Department of Transportation (FDOT) as an Access Management Classification (ACMANCLS) code of 05 from Sample Road south to SW 6th Street in Plantation (11.2 miles) and code 03 from SW 6th Street to the Miami-Dade County line (9.8 miles). Both codes indicate the use of medians that prevent vehicle crossings as well as signal spacing and minimum median opening spacing of a half-mile for code 03 and a quarter-mile

for code 05. The speed limit is 40 miles per hour from Sample Road to NW 19th Street in Coral Springs (1.3 miles), then 45 miles per hour from NW 19th Street to the county line (19.6 miles).

Traffic Volumes

University Drive is among the busiest roads in Broward County, with annual average daily traffic (AADT) volumes ranging from 40,000 to over 70,000 vehicles per day. **Figure 13** shows 2011 traffic volume profiles at five count stations on University Drive: just south of NW 19th Street in Coral Springs; just north of Cleary Boulevard in Plantation; just north of Nova Drive in Davie; approximately halfway between Griffin Road and Stirling Road in Davie; and just south of Miramar Parkway in Miramar. In addition to the five count stations, AADT variations occur throughout the corridor.

Daily volume profiles at four of the five traffic count stations show a similar pattern: a morning peak from 5:00 a.m. to 8:00 a.m. (9:00 a.m.

at the Plantation count station), followed by a two to three hour decline and then a steady increase to a second peak at approximately 5:00 p.m. After 5:00 p.m., volumes steadily decline to a baseline beginning around midnight and extending to 5:00 a.m. Vehicle-per-hour volumes range from the very low hundreds during the 12:00 a.m.–5:00 a.m. period to 3,000-5,000 at the morning peak and as high as 5,700 at the afternoon commute peak. The pattern of morning and afternoon peaks reflects an urban commuting cycle with persistent travel demand throughout the day. Vehicle demand in the University Drive corridor causes congestion from the morning peak through the late afternoon. Certain segments are more congested than others, including the segment from Peters Road south to Nova Drive, which carries up to 70,000 vehicles per day. This section of University Drive provides access to I-595/SR 84 and is surrounded by high trip generating land uses, which creates higher demand in the area. Lower volumes on the corridor are located south of the South Florida Education Center (SFEC) and north of McNab Road in Coral Springs.

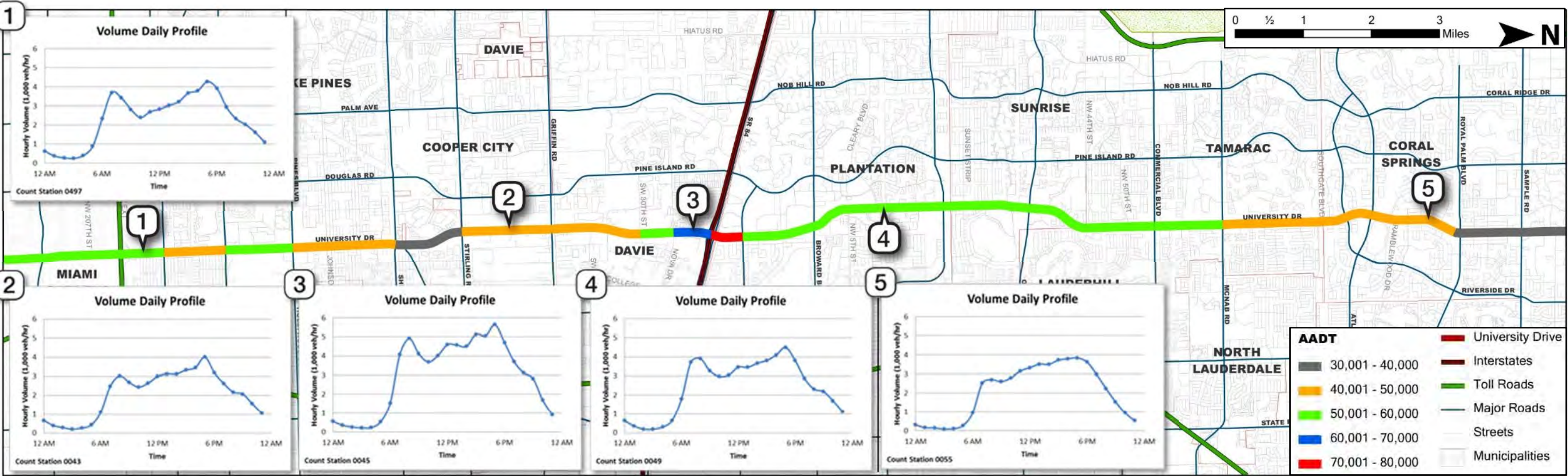


Figure 13: Annual Average Daily Traffic (AADT) for 2011

Source: FDOT Transportation Statistics Office

Roadway Level of Service

Figure 14 summarizes the level of service for State facilities along the corridor and within the study area. Tables 1 and 2 below give a

snapshot of the level-of-service and travel time rankings along University Drive by a high, medium and low ranking.

For more information on the roadway level-of-service analysis, see the Traffic Impacts Technical Memorandum at www.UniversityDriveImprovements.com.

Table 1: Congestion Rankings Definitions

Sources		Evaluation Measures	Ratings		Segment Analysis
Historical Models	Traffic	Level-of-Service (LOS)	High	LOS E/F with AADT ≥ 60K	
			Medium	LOS E/F with AADT < 60K	
			Low	LOS D or better	
Travel Time Study	Travel Speed		High	speed ≤ 20 mph	
			Medium	20 mph < speed ≤ 22 mph	
			Low	speed > 22 mph	

Table 2: University Drive Congestion Rankings by Segment

University Drive Segments	Length (mi)	LOS	Travel Time
Wiles Road to Royal Palm Boulevard	1.9	Low	Low
Royal Palm Boulevard to McNab Road	3.6	Low	Low
McNab Road to Oakland Park Boulevard	2.9	Medium	Low
Oakland Park Boulevard to Broward Boulevard	3.2	Medium	Low
Broward Boulevard to Peters Road	1.1	High	High
Peters Road to SW 30 th Street	1.5	High	High
SW 30 th Street to Griffin Road	1.3	Medium	High
Griffin Road to Sheridan Street	2.3	Low	Low
Sheridan Street to Pembroke Road	2.5	Low	Low
Pembroke Road to Florida’s Turnpike	1.5	Low	Medium

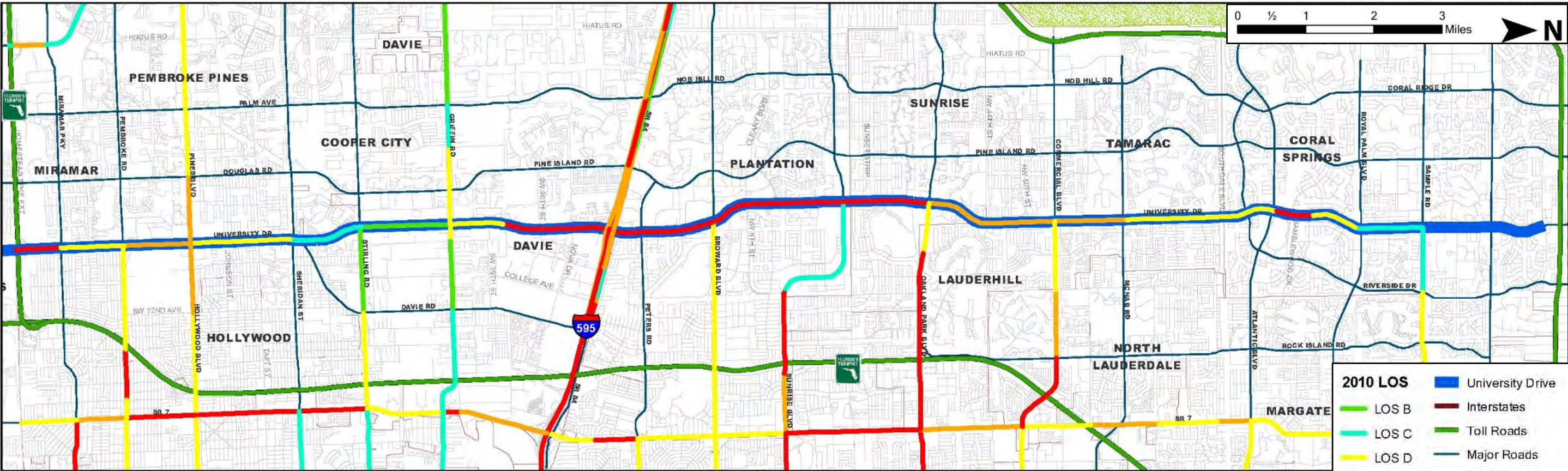


Figure 14: Year 2010 Vehicle Level of Service

Source: LOS ALL; FDOT 2011

Automobile, Bicycle and Pedestrian Collisions

In recent years, University Drive has experienced year-over-year increases in the number of collisions involving vehicles, pedestrians, and cyclists. The number of crashes increased by 42 percent between 2007 and 2011 (from 1,215 to 1,723 collisions). In total, 6,955 collisions occurred on University Drive in the five years up to and including 2011. Rear-end crashes comprised over half of all crashes (51.3 percent). Pedestrians and bicyclists were involved in over 100 crashes each during the five-year period, which represents approximately one bicycle and one pedestrian crash per mile per year along the corridor.

Figure 15 shows a “heat map” of vehicle collision incidents between 2007 and 2011, where higher-intensity colors indicate higher concentrations of incidents. The most collision-prone area on

University Drive roughly extends from SW 30th Street to Peters Road. This segment of University Drive contains the interchange for I-595 and two intersections for SR 84 (one for each direction), making this segment more complex for traffic management than any other part of University Drive. Additionally, multiple high-traffic destinations are located in this area, including shopping centers, lodgings, restaurants, high-density housing, and the South Florida Education Center. Compared to this single segment, the rest of University Drive—generally speaking—features low to moderate collision incidence, with most collisions occurring at major signalized intersections or on intersection approaches. High-crash intersections are found throughout the corridor and include junctions at Sample Road, Southgate Boulevard, McNab Road, Commercial Boulevard, SR 84, Nova Drive, Griffin Road, Stirling Road, and Miramar Parkway.

Fatalities have occurred on University Drive. Between 2007 and 2011, 43 deaths resulted from collisions, with the largest number of them (12) occurring in 2010. This represented 0.6 percent of all reported collisions on University Drive. Fatality locations are not concentrated in any particular segment of University Drive, nor are they more likely to occur at major intersections. Similarly, there does not appear to be any important relationship between segments of high collision incidence and fatality locations; for instance, only two of the 43 fatalities occurred within the high-crash segment between SW 30th Street and Peters Road.

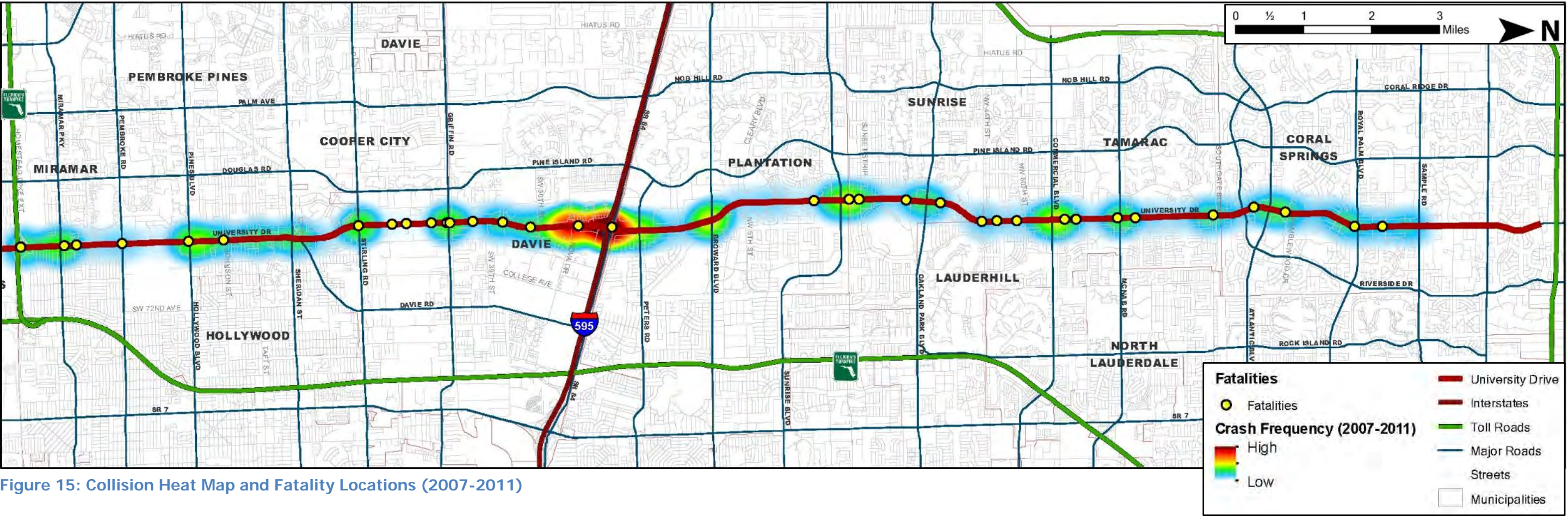


Figure 15: Collision Heat Map and Fatality Locations (2007-2011)

Source: FDOT Crash Analysis Reporting System

The nature of fatalities ranges from collisions with objects or other vehicles caused by improper driving to collisions with pedestrians and bicyclists. Collisions resulting in the fatality of a pedestrian or bicyclist are particularly concerning because they can reflect inherently unsafe conditions for non-motor users of University Drive. Collisions and fatalities involving these two vulnerable groups are discussed in the following sections.

Collisions involving bicyclists and pedestrians within the University Drive corridor are an important traffic collision subset, since such events are indicators of potentially unsafe conditions for non-vehicular users of the corridor. **Figure 16** shows locations for collisions and fatalities involving bicyclists between 2007 and 2011, while **Figure 17** shows locations for collisions and fatalities involving pedestrians over the same time period.

A total of 109 collisions involving pedestrians and 107 collisions involving bicyclists were reported between 2007 and 2011. Areas of high collision frequency involving pedestrians include the segment between Pines Boulevard/Hollywood Boulevard and Johnson Street; the segment between Sunrise Boulevard and Sunset Strip; the segment just south of Oakland Park Boulevard to NW 39th Street; the vicinity of the University Drive/NW 44th Street intersection; the segment between McNab Road and NW 77th Street; the segment of University Drive alongside Coral Square Mall; and the segment between NW 16th Street and Royal Palm Boulevard. Common between all of these high-incident locations is the presence of pedestrian generators, such as shopping plazas, restaurants, offices, and/or services. Beyond these corridor segments, collisions with pedestrians also occurred at large intersections (e.g., Miramar Parkway, Pembroke Road, Sheridan Street, Stirling Road, Peters Road, and Broward Boulevard).

High-incident areas involving bicyclists often coincide with those involving pedestrians. Generally speaking, segments between Pines Boulevard/Hollywood Boulevard and Pasadena Boulevard (just south of Sheridan Street), Commercial Boulevard and NW 61st Street, and along most of University Drive through Coral Springs experienced the largest number of collisions. As with areas of high pedestrian collision incidence, collisions tend to occur in areas heavily populated by consumer-oriented businesses.

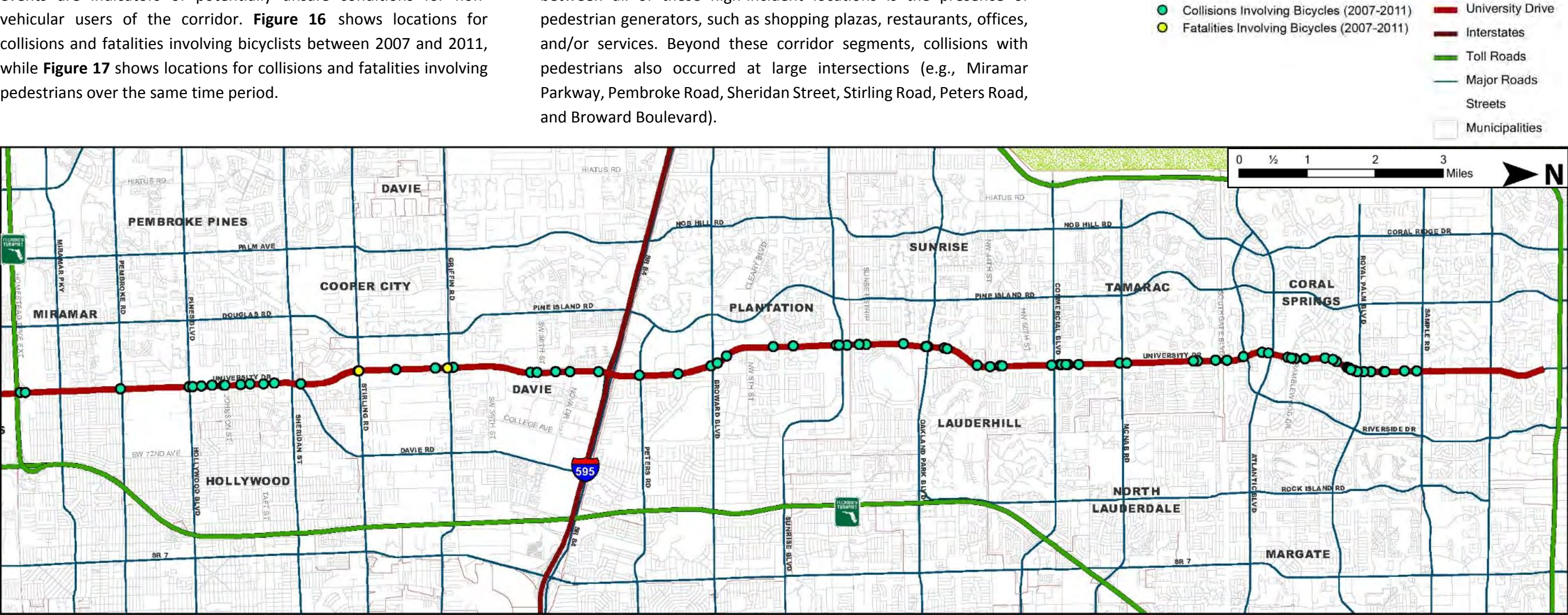


Figure 16: Collisions and Fatalities Involving Bicyclists Source: FDOT Crash Analysis Reporting System

Twelve pedestrian fatalities occurred on University Drive between 2007 and 2011, with varying contributing causes. Four deaths were caused by an intoxicated driver, two were caused by drivers disregarding traffic controls, and four were the result of unidentified causes. The remaining two deaths, meanwhile, were not the result of driver error and may have been caused by improper pedestrian activity. In the same timeframe, two fatalities involving bicyclists occurred, neither one the result of improper driver activity and both occurring while the bicyclist was not using a bicycle lane. Locations of the pedestrian and bicyclist fatalities were not concentrated in any particular corridor segment. While the two cyclist deaths occurred at major intersections (Griffin Road and Stirling Road), pedestrian fatalities were more likely to occur away from the vicinity of major intersections.

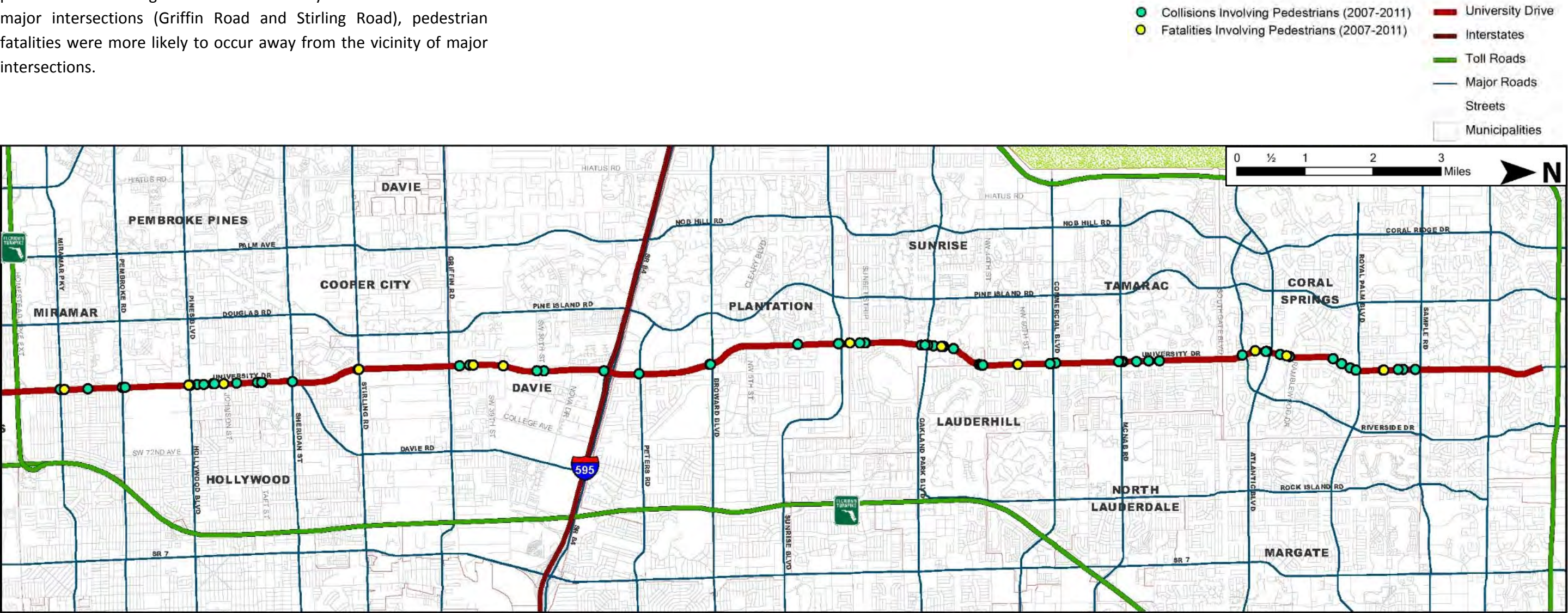


Figure 17: Collisions and Fatalities Involving Pedestrians

Source: FDOT Crash Analysis Reporting System

Transit Service

The University Drive study area is served by both Broward County Transit (BCT) and Miami-Dade Transit (MDT). **Figure 18** illustrates the routes. BCT operates two north-south bus routes (#2 and #102) along the full length of University Drive and MDT operates two north-south routes (#27 and #297) along NW 27th Avenue that connect to Metrorail stations at Miami International Airport and Coconut Grove. A third MDT route (#99), running east-west to the City of Aventura, travels along a portion of NW 27th Avenue as well. All five routes converge at NW 207th Avenue in Miami Gardens, where inter-county transfers between BCT and MDT routes can be made. This allows BCT riders to make use of MDT’s extensive transit network, including Metrorail, via any of the 234 transit stops on University Drive.

- 1

Broward County Transit
University Breeze – Route 102
Limited Stop Service
Golden Glades/Tri-Rail Park and Ride
to/from Westview Drive and University Drive
- 2

Broward County Transit
Local Service - Route 2
NW 207th Street and University Drive to/from to
Westview Drive and University Drive



Photo: BCT Route 2 New 1100 Series Fleet Vehicles

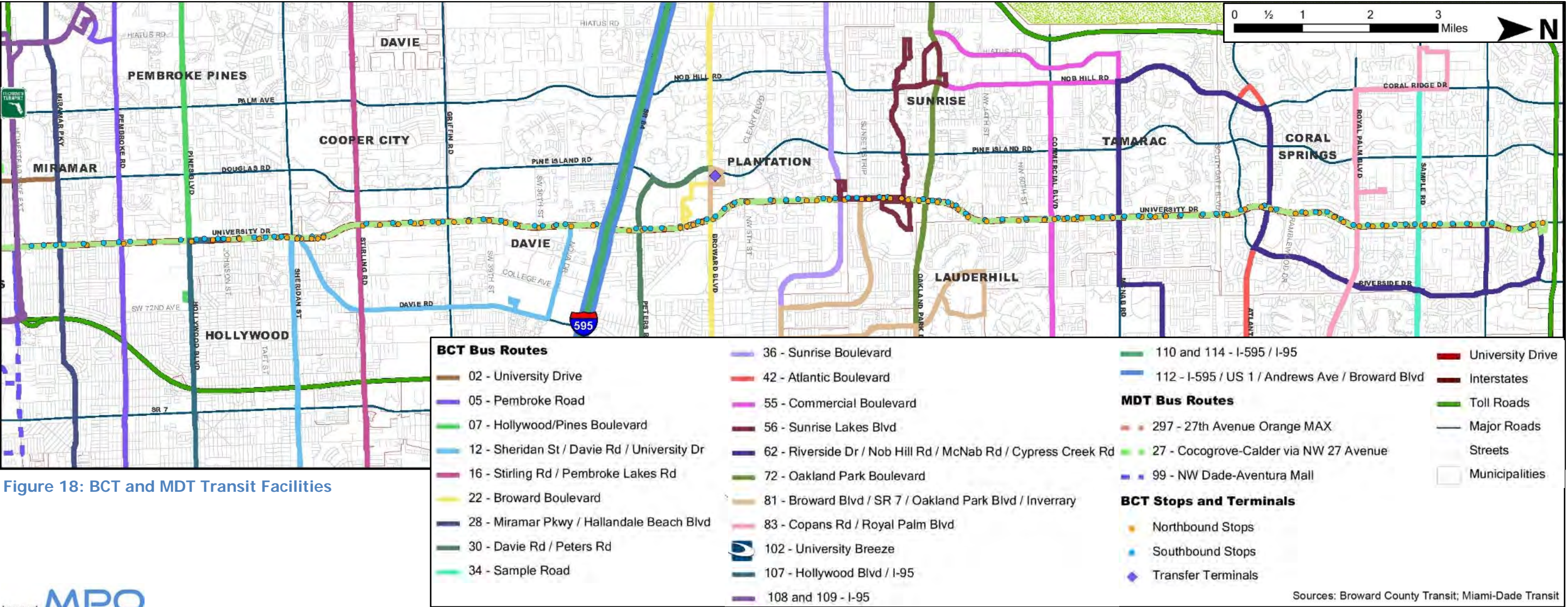


Figure 18: BCT and MDT Transit Facilities

Altogether, approximately 64 percent of Route 2 passengers and 77 percent of Route 102 passengers make at least one transfer during their trip. Two major BCT transfer terminals are located in the study area (West Regional Terminal at Pine Island Road and Broward Boulevard and the Lauderhill Transfer Facility at NW 12th Street and SR 7/US 441).

Route 2 is one of the best performing transit routes in Broward County given it's connectivity to other BCT routes and Miami-Dade Transit routes. It has a ridership of approximately 7,100 passengers per day. Based on 2012-2013 origin-destination survey data and automatic passenger count data collected by BCT from January to May 2012, boardings and alightings for Route 2 are relatively evenly distributed across the route. There is increased activity at or near the regional attractors (e.g., Broward Health Coral Springs at Sample

Road; Coral Square Mall at Atlantic Boulevard; University Hospital at McNab Road; the various shopping and medical centers at Oakland Park Boulevard, Sunrise Boulevard, and Pines Boulevard; etc.). The busiest locations for boardings and alightings for Route 2 are at BCT's West Regional Terminal, where transfers to other BCT routes are possible, and at NW 207th Avenue, where inter-county transfers are made. Detailed boarding and alighting data for University Drive between January and May 2012 are shown in **Figure 19**.



Image: Broward County Transit Map of West Regional Terminal

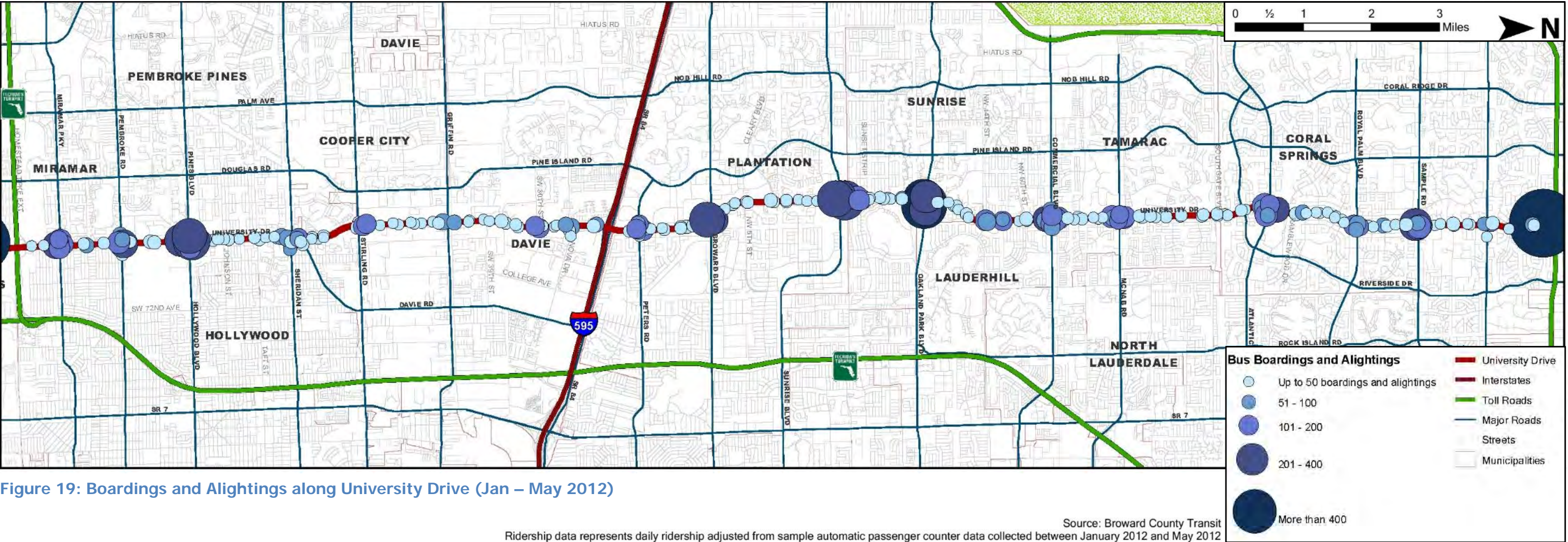


Figure 19: Boardings and Alightings along University Drive (Jan – May 2012)

Ridership data represents daily ridership adjusted from sample automatic passenger counter data collected between January 2012 and May 2012

Source: Broward County Transit

Route 102, branded by BCT as University Breeze, provides complementary service to Route 2. It is a weekday, limited-stop, long-haul service aimed at commuters. Its ridership is only a fraction of Route 2’s—approximately 1,000 daily riders compared to Route 2’s 7,100 riders. Commencing at Westview Drive and University Drive in the north end of Coral Springs, only 18 stops are made before the NW 207th Avenue transfer point—all of them at major intersections. As with Route 2, the University Breeze’s boardings and alightings are distributed along the route, with a notable peak at the Oakland Park Boulevard intersection, which is its busiest stop. From NW 207th Avenue, University Breeze then continues on to the Tri-Rail station at the Golden Glades Interchange, where passengers can take commuter rail as far south as Miami International Airport and almost as far north as Riviera Beach. Passengers can board Greyhound buses at the Golden Glades station for more distant destinations.

Because Route 2 and University Breeze run in a congested corridor in mixed traffic and without signal priority or other preferential strategies, low operating speeds are common. The nature of the service itself also contributes to low speeds, especially for Route 2, with stops approximately every 1,000 feet. During peak hours, several sections of University Drive experience severe congestion, resulting in stacked queues at signalized intersections and increased travel time. Average bus operating speed on Route 2 is 12.6 miles per hour in the northbound direction and 13.7 miles per hour in the southbound direction. According to BCT data, only 51 percent of the route’s morning buses and 64 percent of the afternoon buses maintain schedule adherence. Comparatively, University Breeze travel times are shorter. While University Breeze also experiences the same congestion as Route 2, fewer stops are made, resulting in more efficient travel time. As shown in **Table 3**, average travel speed is 18.1 miles per hour over an average trip length of 9.5 miles, compared to a travel speed of 12.1 miles per hour for an average trip length 4.9 miles on Route 2.

Table 3: Transit Trip Length and Travel Time

	Route 2	Route 102
Average bus operating speed during peak periods	12.1 miles per hour	18.1 miles per hour
Average trip length	4.9 miles	9.5 miles

BCT additionally runs 19 east-west bus routes along major east-west roads crossing University Drive. Another route runs west along Sheridan Street to University Drive but does not cross it. Together, these routes provide broad coverage and connection opportunities from University Drive to BCT’s main transfer terminal in downtown Fort Lauderdale and others throughout the County.

An overwhelming majority of Route 2 and University Breeze passengers make transfers either to or from these lines as part of their trips. Two-thirds of Route 2 riders and three-quarters of University Breeze riders make at least one transfer to or from another BCT, MDT, or local bus service along their journey. BCT 72 – Oakland Park Boulevard and BCT 7 – Pines Boulevard feature the greatest number of transfers, but transfer activity is distributed across the corridor.

As a complement to BCT service, many of the municipalities in the University Drive corridor provide community bus or shuttle service to local areas. These services are illustrated in **Figure 20**. Perhaps more so than the public transit network operated by BCT, community bus routes meet local travel needs for daily living (for instance, allowing residents to reach a grocery store or bank), but riders may use community routes to transfer onto the BCT network as well. In some cases, they may cater to specific demographic groups, such as elderly residents in HOA communities who prefer not to drive. Nova Southeastern University, for instance, operates local circulator shuttles that bring commuting college students from the Fort Lauderdale/Hollywood International Airport Tri-Rail station to the South Florida Education Center (SFEC).

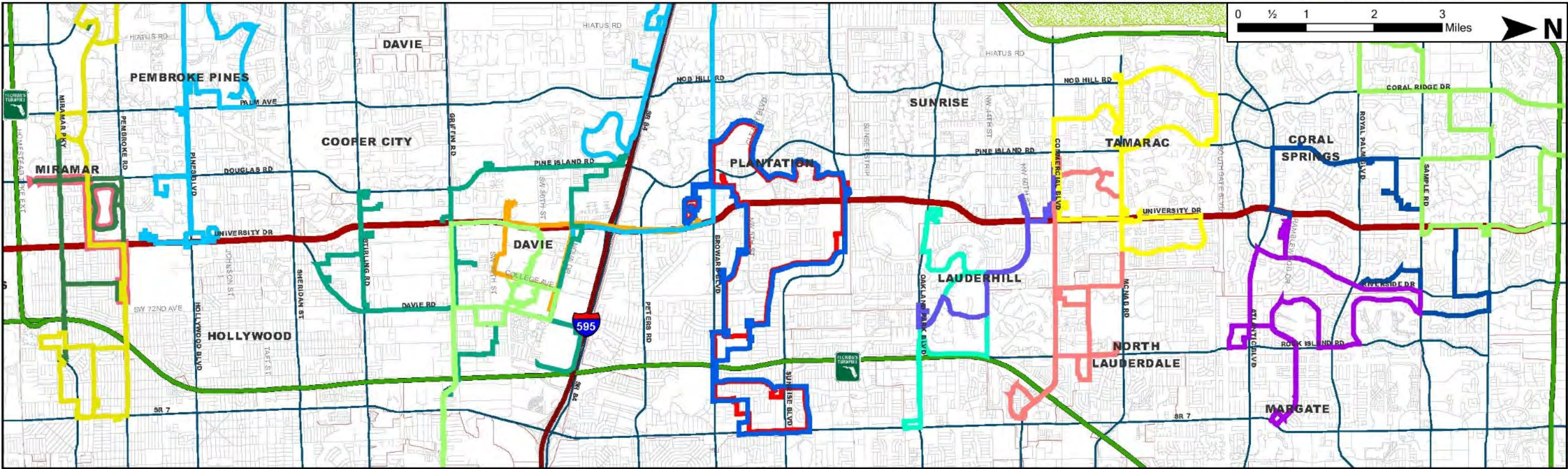


Figure 20: Community Shuttle Routes

Sources: Broward County Transit; Nova Southeastern University

Walking and Cycling

The University Drive corridor is generally not comfortable or inviting for walking or cycling. Although sidewalks and bicycle lanes run adjacent to the roadway for much of its length (as shown in the **Figure 21** and **Figure 22**), their design is inadequate to attract significant numbers of pedestrians and cyclists given the high traffic volumes and travel speeds of the corridor in addition to numerous driveways. Concurrency requirements for sidewalks were fulfilled for the most part as the corridor developed in the 1980s and 1990s, but a physical arrangement of land uses on either side of the corridor that favors automobile traffic, coupled with large intersections and wide, frequent curb cuts, contributes to a degraded walking and bicycling environment.

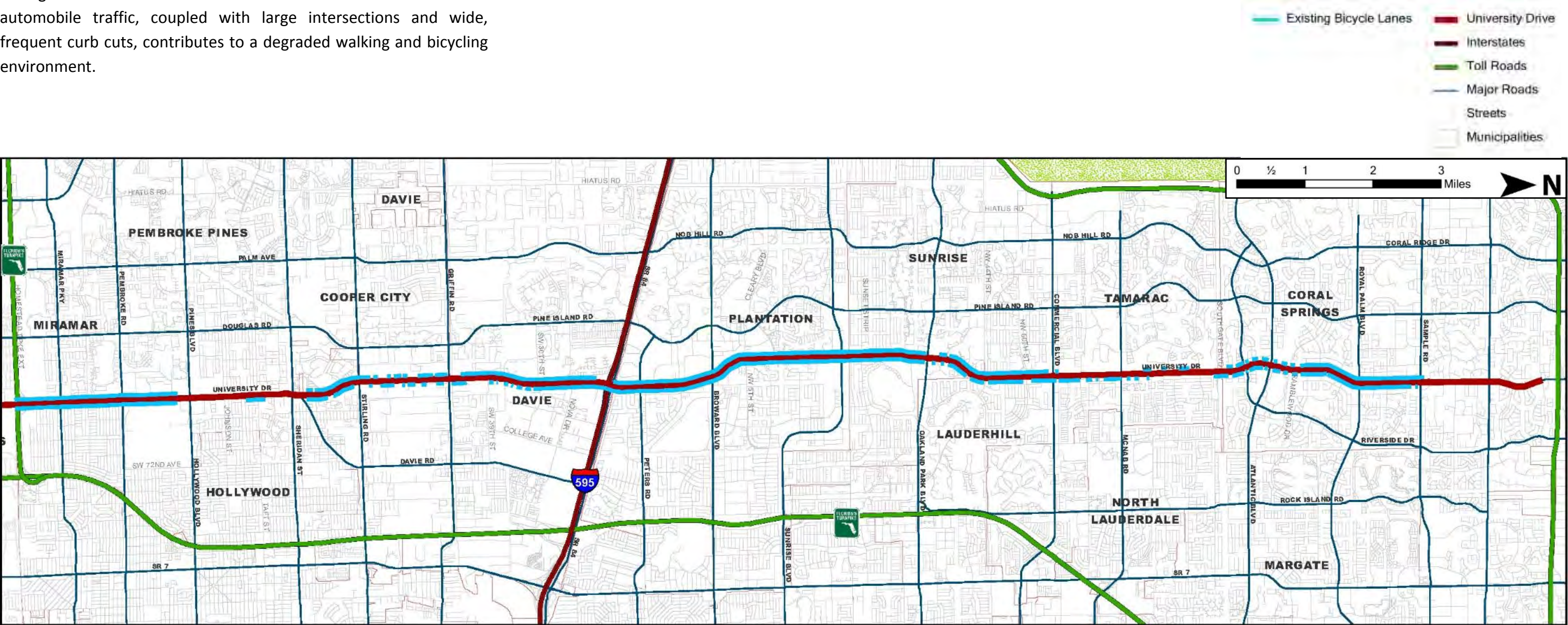


Figure 21: Location of Existing Bicycle Lanes along University Drive

Source: FDOT

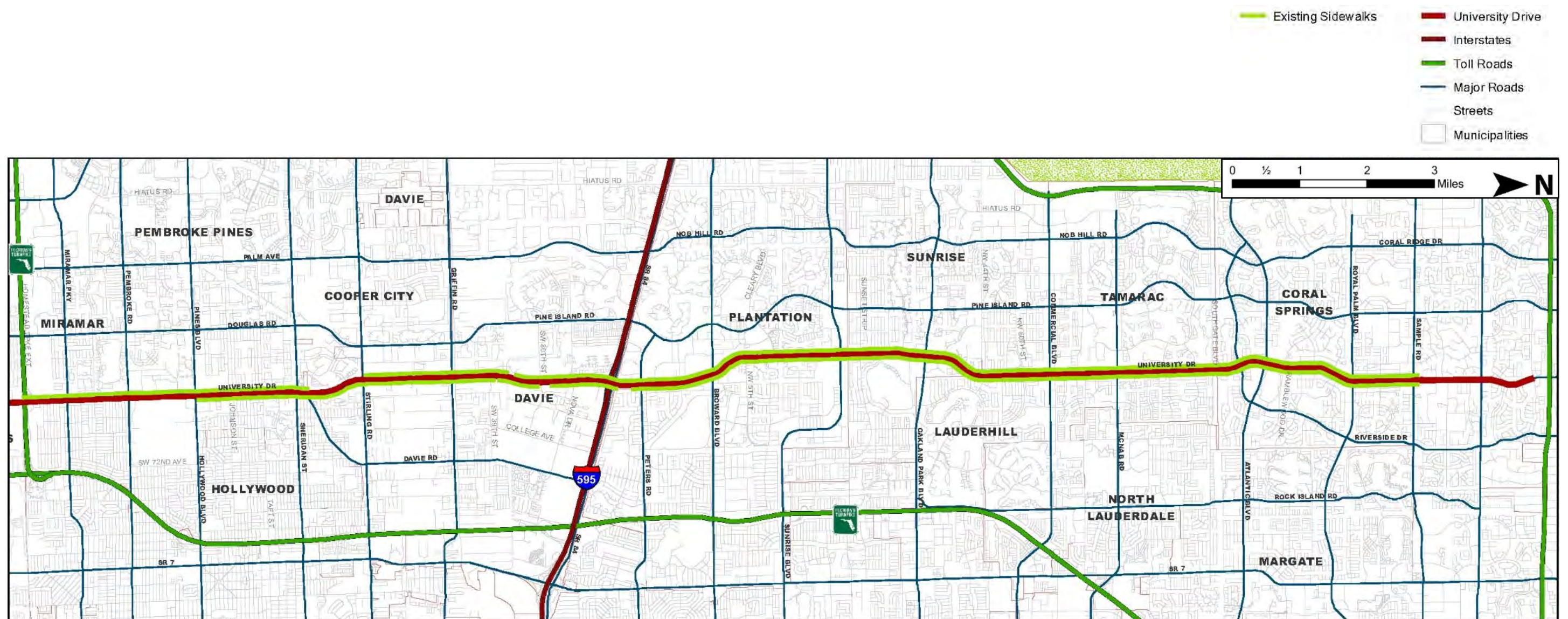


Figure 22: Location of Existing Sidewalks along University Drive

Source: FDOT

SECTION 3

PURPOSE & NEED, GOALS & OBJECTIVES

3 Purpose and Need, Goals, and Objectives

The purpose of making multimodal transportation investments in the University Drive corridor is to enhance the transit passenger, bicyclist, pedestrian, and driver experience; increase transit service reliability and improve travel time; encourage transit-oriented development; and emphasize integrated planning and investment for sustainable economic growth. Briefly summarized, existing conditions indicate the following:

- Congestion is a major issue at key locations along corridor (~40,000 to ~70,000 Average Daily Traffic Volume).
- Majority of the trips on Route 2 (52%) and 102 (71%) are work-related (*Southeast Regional Planning Model, 2010*).
- Existing BCT service along University Drive has low on-time performance (long travel times and frequency of stops as a result of extensive passenger activities such as cash payments, transfers, and bicycle placement).
- Critical safety challenges exist along the corridor (for bicyclists, pedestrians and autos).
- A mix of employment with 76% in the service sector within 1 mile of corridor traditionally results in a wide distribution of trips throughout the day and can contribute to off-peak congestion.
- Both Routes 2 and 102 have very high transfer rates (more than 64%) indicating the origins and destinations of transit ridership span much wider than the traditional market area of ½ mile.
- The average trip length in the corridor is about 5 miles for transit and auto trips.
- Route 2 provides good access, but suffers from long travel times and frequent stops as a result of extensive passenger activities and congestion along the corridor.

Through the assessment of the existing conditions, and strong interaction with the PAC; MPO Committees and Board; and the public, the following Needs were identified for the corridor:

- Improve North-South mobility for transit, bicycle, pedestrian and automobile users;
- Improve safety for all users;
- Improve livability and walkability in and adjacent to the University Drive corridor; and
- Invest in transportation solutions that are cost effective.

Specific goals and objectives were developed for each identified Need. Similar to the Needs, Goals and Objectives were developed with the PAC and refined based on public input received during the first round of public meetings and outreach. Evaluation criteria were then developed for each Need/Goal/Objective and are further described and summarized in Section 5. These evaluation criteria were then used to measure the performance of the alternatives. The Needs, Goals and Objectives are described in **Table 4**. A brief summary of the issues per Need associated with the corridor follow. **Figure 23** graphically shows the development process for the Needs, Goals, and Objectives.

Figure 23: Purpose, Needs, Goals and Objectives Development Process

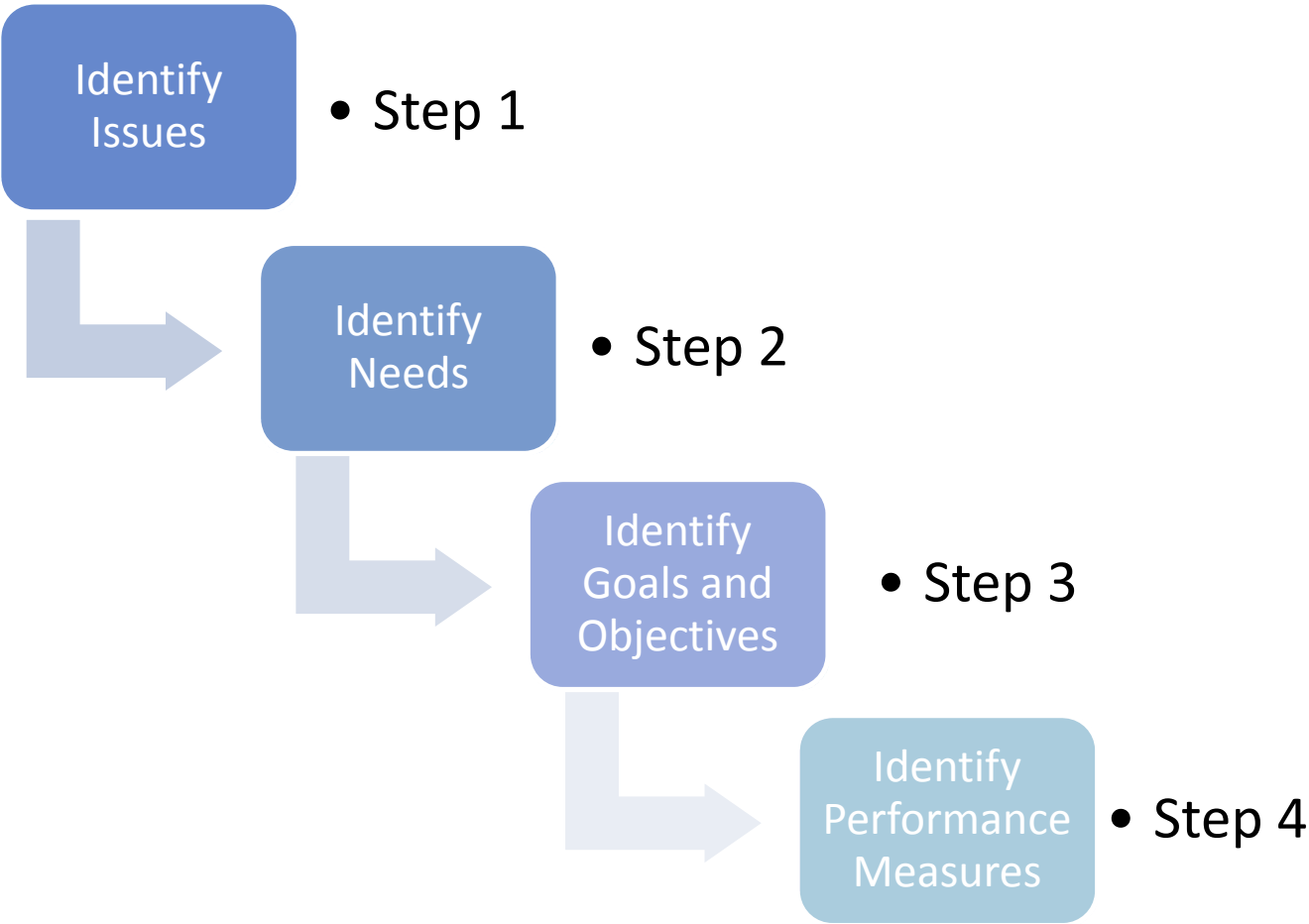


Table 4: The Project Needs related to Goals/Objectives

Need	Goal/Objective
Improve North-South mobility for transit, bicycle, pedestrian and automobile users.	Reduce transit travel times in the corridor
	Increase frequency of transit service in the corridor
	Reduce transit transfer times and distances
	Increase overall transit ridership
	Increase transit ridership for transit-dependent populations
	Improve operational efficiencies of existing transit services
	Increase schedule coordination for major transfers
	Increase non-motorized accessibility to transit (addresses ADA accessibility)
	Improve traveler information
	Increase roadway connectivity
	Decrease frequency of stops at traffic signals in the corridor.
	Decrease automobile travel time throughout the corridor.
Improve safety for all users.	Increasing the safety and accessibility of transit stops.
	Decrease potential of pedestrian and bicyclists crashes.
	Decrease potential of automobile crashes.
Improve the livability and walkability.	Increase transit access to education and employment.
	Increase transit access to education and employment for low income and transit-dependent households.
	Improve pedestrian environment with buffers, landscaping, building form, etc.
	Increase transportation choices.
	Improve passenger experience (i.e., amenities focused).
	Minimize adverse environmental impacts.
	Minimize adverse impacts to neighborhoods.
Invest in transportation solutions that are cost effective.	Implement alternatives that have cost effective capital investments.
	Implement alternatives that have cost effective operations investments.
	Leverage economic development opportunities for project funding.
	Leverage partnership opportunities for project funding.
	Implement transportation investments consistent with Regional and County goals.

3.1 Improve North-South Mobility for all Users

Improving mobility for all users – automobile, transit, pedestrian, and bicyclist – is a need based on existing and future conditions.

Automobile Users

As shown in the Existing Conditions section, vehicle demand in the University Drive corridor causes congestion from the morning peak through the late afternoon. Certain segments are more congested than others, including the segment from Peters Road south to Nova Drive, which carries up to 70,000 vehicles per day. This section of University Drive provides access to I-595/SR 84, which creates added demand in the area. Travel times by automobile range throughout the corridor, but planning-level analyses indicate that it can take anywhere between 2 minutes, 42 seconds to 3 minutes, 42 seconds per mile for a sampling of typical trips made along the corridor as shown in **Table 5**.

Transit Users

As summarized in the Existing Conditions section, BCT Route 2 is one of the best performing transit routes in Broward County. It has a ridership of approximately 7,100 passengers per day. Route 102 (the Breeze express route) carries approximately 1,000 people per day. The existing BCT system along the corridor suffers from poor on-time performance. Currently, one-way travel time on Route 2 is two hours and it has 62% on-time performance. Few, if any, passengers ride Route 2 from end-to-end, but it suffers from long travel times and frequent stops as a result of extensive passenger activities (cash payments, transfers, bicycle placement, among other activities) and congestion along the corridor. Further, observed and documented delays at major transfer locations coincide with the high activity roadway intersections within the corridor. One way travel time on Route 102 is 1 hour and 20 minutes while on-time performance is at 40%.

Pedestrian and Bicyclist Users

Referencing Section 3: Existing Conditions, the University Drive corridor is generally not comfortable or inviting for walking or bicycling. Although sidewalks and bicycle lanes run adjacent to the roadway for much of its length (as shown in Section 3:Existing Conditions), their design is inadequate to attract significant numbers of pedestrians and cyclists given the high traffic volumes and travel speeds of the corridor in addition to numerous driveways. Concurrency requirements for sidewalks were fulfilled for the most part as the corridor developed in the 1980s and 1990s, but a physical arrangement of land uses on either side of corridor that favors automobile traffic, coupled with large intersections and wide, frequent curb cuts, contributes to a degraded walking and bicycling environment.

Table 5: Sample Automobile Travel Times

Sample Trip along University Drive	Trip Length	Estimated Travel Time	Minutes Per Mile
1. NW 215 th Street to Sheridan	~3.75 miles	~14 minutes	~3:42
2. Nova Drive to Oakland Park Boulevard	~5.5 miles	~19 minutes	~3:30
3. Commercial Boulevard to Broward Boulevard	~5 miles	~16 minutes	~3:18
4. Sample Road to Oakland Park Boulevard	~7.5 miles	~20 minutes	~2:42
5. Broward Boulevard to Pines Boulevard	~ 7.75 miles	~25 minutes	~3:12

NOTE: Travel time was calculated using Synchro software. Travel times are based on projected Year 2020 traffic volumes. See Traffic Impact Technical Memorandum for more information on the project website.

For more information on the travel market assessment, see the Travel Market Assessment Memorandum located on the project website at www.UniversityDriveImprovements.com.

3.2 Improve Safety for All Users

As previously described in Section 3, University Drive in recent years has experienced year-over-year increases in the number of collisions involving vehicles, pedestrians, and bicyclists. The number of crashes increased by 42 percent between 2007 and 2011, 1,215 to 1,723 total reported collisions. In total, 6,955 collisions occurred on University Drive in the five years up to and including 2011. Twelve pedestrian fatalities occurred on University Drive between 2007 and 2011, with varying contributing causes. Four deaths were caused by a driver under the influence of alcohol or drugs, two were caused by drivers disregarding traffic controls, and four were the result of unidentified causes. The remaining two deaths were not the result of driver error and may have been caused by improper pedestrian activity. In the same timeframe, two fatalities involving bicyclists occurred, neither one the result of improper driver activity and both occurring while the bicyclist was not using a bicycle lane. Locations of the fatalities were not concentrated in any particular corridor segment. While the two bicyclist deaths occurred at major intersections (Griffin Road and Stirling Road), pedestrian fatalities were more likely to occur away from the vicinity of major intersections.

High-incidence areas involving bicyclists often overlap with those involving pedestrians. Generally speaking, segments between Pines Boulevard/Hollywood Boulevard and Pasadena Boulevard (just south of Sheridan Street), Commercial Boulevard and NW 61st Street, and along most of University Drive through Coral Springs experienced the largest number of collisions. As with areas of high pedestrian collision incidences, consumer-oriented business locations also had bicyclist collisions. Transit transfer locations were also assessed from a collision perspective. Figure 24 shows the high transfer locations in combination with pedestrian/cyclist crash cluster locations. As indicated, several of the transfer locations align with the high collision areas.

3.3 Improve the Livability and Walkability in the Corridor

As indicated previously, improvements are needed to make the University Drive corridor a more livable and walkable place. More and more people are seeking livable places to call home, and little of this environment is currently available for residents of Broward County. The median percentage of households in Broward County without

access to a vehicle is 5.7 percent (see Section2); a small number that points to a dependence on automobiles in South Florida. In the University Drive corridor, there is a relatively equal mix of areas with zero-car households above and below the county median, although north of Broward Boulevard there is greater likelihood of above average rates than south.

3.4 Invest in Transportation Solutions that are Cost-Effective

As with all transportation investments, it is critical that the investments made in the University Drive corridor are cost-effective, both from an initial capital cost and for the long-term operating costs. To ensure cost-effective solutions were developed and analyzed, the Broward MPOs adopted 2035 Long Range Transportation Plan, their in-process 2040 Long Range Transportation Plan, their Speak Up Broward initiative, and Broward County Transit’s Transit Development Plan and County budgets were assessed and used for making funding assumptions.

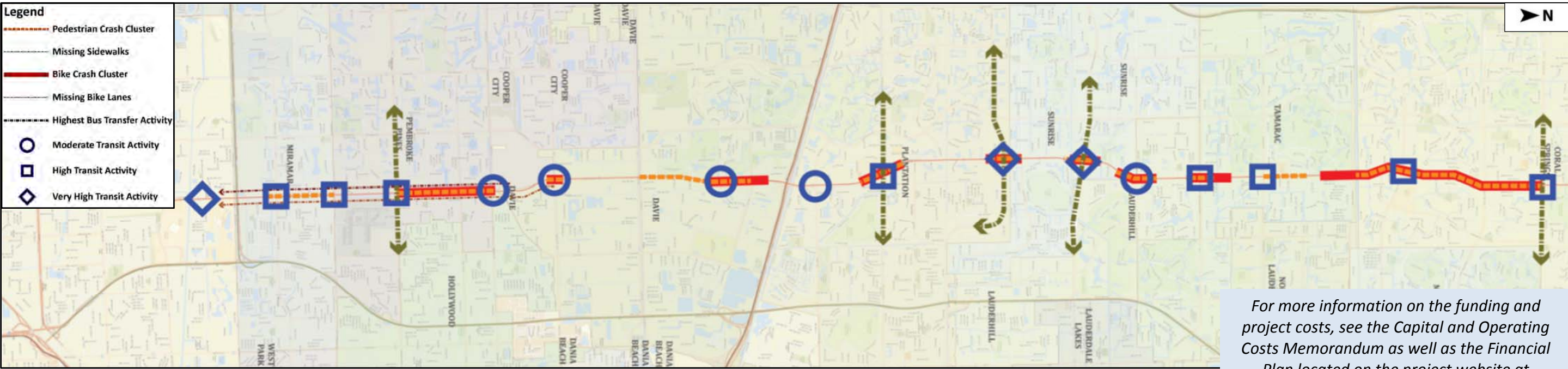


Figure 24: Cyclist/Pedestrian/Transit Synthesis

SECTION 4

ALTERNATIVES

4 Alternatives

As previously described, the purpose of the study is to identify and address the Needs in the corridor and to implement the regional vision for sustainable growth. Investment in transit improvements along the corridor will improve multimodal mobility and livability of the corridor. The alternatives were developed and evaluated using a tiered screening process, shown in **Figure 25**. Step 1 focused on the transit modes, followed by Step 2 focusing on transit supportive pedestrian, bicycle, and congestion mitigation strategies. The final screening, Steps 3 and 4, was used to determine the locally preferred alternative.

In order to satisfy all of the Needs and Goals, a wide range of alternatives were developed for evaluation and consideration for implementation along University Drive. These alternatives included pedestrian, bicycle, transit, and congestion management elements and are described in detail in the next sections.

4.1 Tier 1 Alternatives

Tier 1 alternatives were identified and screened by mode: pedestrian and bicycle, transit, and auto (congestion management) under Steps 1 and 2. By conducting a Tier 1 screening, more detail may be applied on alternatives that best meet the needs of the corridor. As a reminder, the four needs of the corridor include:

- Improve North-South mobility for transit, bicycle, pedestrian and automobile users;
- Improve safety for all users;
- Improve livability and walkability in and adjacent to the University Drive corridor; and
- Invest in transportation solutions that are cost effective.

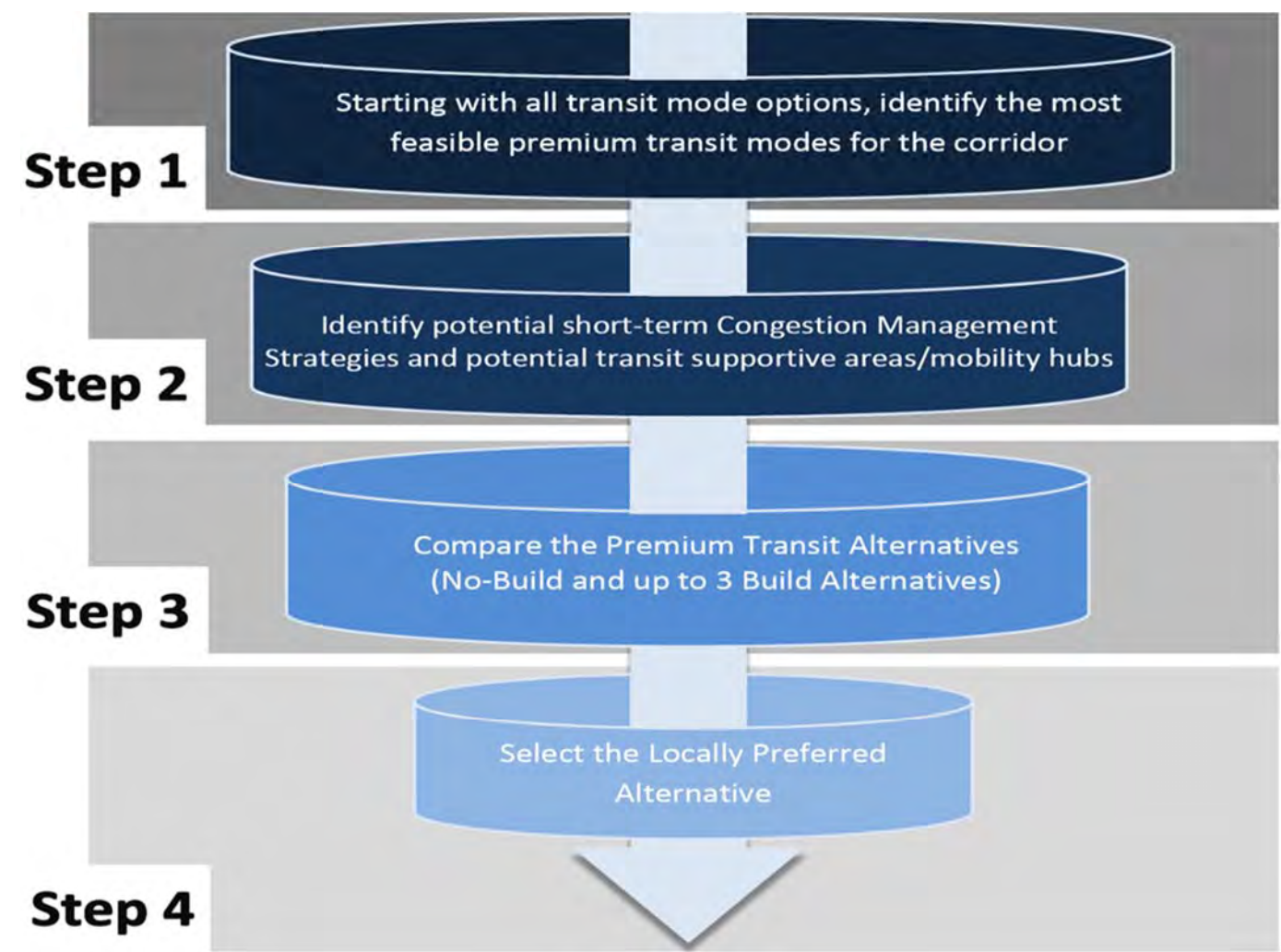


Figure 25: The Study's Tiered Assessment Process

Pedestrian and Bicycle Strategies

Pedestrian and bicycle strategies support all four of the identified Needs, and are shown in **Table 6**. Evaluation measures were developed to determine how well each pedestrian and bicycle strategy meets the respective Needs, Goals, and Objectives. These evaluation measures were used as the criteria to identify the most promising pedestrian and bicycle strategies for University Drive.

The alternatives analyzed in the Tier 1 screening are summarized in **Table 7**. Some of the elements are corridor-wide (e.g. sidewalks on both sides of the street) while others are targeted at spot locations, repeatedly along University Drive (e.g. narrow driveway openings). Strategies that received a ‘yes’ moved forward into the Tier 2 Alternative development phase of the project.

Table 6: Tier 1 Evaluation Measures for Pedestrian and Bicycle Strategies in Correlation with the Study Needs

Study Needs	Ped/Bike Related Goals/Objectives	Ped/Bike Related Tier 1 Evaluation Measure
Improve North-South mobility for transit, bicycle, pedestrian and automobile users	Increase non-motorized accessibility to transit	Number of stops where access is improved
Improve safety for all users	Increase the safety and accessibility of transit stops	Number of stops with improved safety
	Decrease potential of pedestrian and bicycle crashes	Potential for reducing the number of conflict points (high, medium, low)
Improve livability and walkability	Improve the pedestrian environment with buffers, landscaping, building form, etc.	Quality of pedestrian and bicycle environment
	Increase transportation choices	Using key destinations, how many modes provide reasonable access (high, medium, low)
Invest in transportation solutions that are cost-effective	Implement alternatives that have cost effective capital investments	Order of magnitude capital costs
	Implement transportation investments consistent with Regional and County goals	Consistent with Long Range Transportation Plan and Regional Transportation Plan

Table 7: Pedestrian and Bicycle Strategies Evaluated in Tier 1

Tier 1 Ped/Bike Strategies	Move forward into Tier 2?
Construct missing sidewalks	Yes
Provide 5-foot minimum sidewalk width	Yes
Construct buffer between road and sidewalk	Yes
Plant tree buffer between road and sidewalk	Yes
Relocate transit stops closer to intersections	Yes
Add signalized mid-block pedestrian crossings	Yes
Construct multi-use paths	Yes
Construct separated bicycle facilities	Yes
Consolidate driveways	Yes
Narrow driveways	Yes
Modify traffic signal timing and phasing	Yes

Tier 1 Ped/Bike Strategies	Move forward into Tier 2?
Paint all crosswalks with “zebra” markings	Yes
Reconstruct curb ramps	Yes
Remove channelized right turn lanes	Yes
Build improved channelized right turn lanes	Yes
Redesign or eliminate right turn lanes	Yes
Reduce curb radii at intersections	Yes
Install pedestrian-scale lighting	Yes
Build pedestrian tunnels	No
Build pedestrian overpasses	No
Prohibit pedestrian access	No

Transit Alternatives

There are many modes of transit that were considered for application to the University Drive Corridor. These ranged from local/city bus to high speed rail. These modes vary in their compatibility with University Drive. Each of these modes were evaluated based on the population and employment density along the corridor; the average trip length that is travelled; potential peak hour ridership; capital and operating costs; and potential impacts to right-of-way, economic development, and environmental lands. Some of the PAC members were concerned about modes of transit that would need to be elevated; therefore, this was also measured.

Based on this evaluation and input from the PAC; the public; and the MPO Committees and Board, it was determined that the most appropriate transit modes for consideration for University Drive include local/city bus, enhanced bus, bus rapid transit, and modern streetcar. The summary of this evaluation is shown in **Table 8**.

For more description on the different transit modes, see the Tier 1 Transit Technical memorandum located on the project website at: www.UniversityDriveImprovements.org.

Table 8: Transit Mode Screening Summary

Transit Mode Screening Criteria		Evaluation Rating	Local/ City Bus	Enhanced Bus	Bus Rapid Transit	Modern Streetcar	Light Rail	Commuter Rail	Heavy Rail	Monorail/People Mover	High Speed Rail
Population and Employment Density ¹	Density to support transit mode (Yes/No)		Yes	Yes	Yes	No	No	No	No	No	No
Average Trip Length	Does mode serve trip length (Yes/No)		Yes	Yes	Yes	Yes	Yes	No	No	No	No
Peak Hour Ridership ¹	Ridership supports mode (Yes/No)		Yes	Yes	Yes	Yes	No	No	No	No	No
Capital Costs	Low (less than \$5m/mi) Medium (\$5-25m/mi) High (greater than \$25m/mi)		Low	Low	Medium	Medium	High	Medium	High	High	High
Operating Costs	Low (less than \$10/rev-mi) Medium (\$10-20/rev-mi) High (greater than \$20/rev-mi)		Low	Low	Medium	Medium/High	Medium	Medium	High	High	High
Right-of-Way Impacts	Need for additional right-of-way (low, medium, high)		Low	Low	Medium	Medium	High	High	High	High	High
Potential Economic Development Impact	Potential to enhance economic activity (low, medium, high)		Low	Low	Medium	Medium	High	Low/ Medium	Medium	Medium	Medium
Potential Environmental Impacts	Anticipated environmental impacts (low, medium, high)		Low	Low	Medium	Medium	High	High	High	High	High
Requirement to be Elevated	Does the mode need to be elevated (Yes/No)		No	No	No	No	No	No	Yes	Yes	No
Screening Results			Yes	Yes	Yes	Yes	No	No	No	No	No

1. Considers existing and potential future conditions

The purpose of the next round of Transit screening was to take the 4 transit modes that best met the goals and objectives of the study and develop a series of initial alternatives for further testing and evaluation. A refined subset of the Needs, Goals, Objectives, and evaluation measures was developed to use as the basis for evaluating the performance of the initial alternatives. **Table 9** summarizes the

results of the Tier 1 screening for the Transit Alternatives. Based on this analysis, the alternatives that were carried into Tier 2 were the No Build Alternative (for comparison purposes), Alternative 1B, Alternative 2A, Alternative 2B, Alternative 3A, and Alternative 4A (i.e., enhanced bus and bus rapid transit operating in mixed-flow traffic or a business access and transit only lane. The alternatives that included

streetcar as the mode were eliminated due to their high capital costs and operating costs in combination with the forecasted minimal increase in ridership.

Table 9: Tier 1 Transit Evaluation Summary

Goals/Objectives	1A No Build	1B Baseline	2A Enhanced Bus w/o BAT Lanes	2B Enhanced Bus w/ BAT Lanes	3A BRT w/o BAT Lanes	4A BRT w/ BAT Lanes	3B Streetcar w/o BAT Lanes	4B Streetcar w/ BAT Lanes
Need #1: Improve North-South mobility for transit, bicycle, pedestrian and automobile users.								
Reduce transit travel times in the corridor.	N/A	Low	Medium	Medium	Medium	High	Medium	High
Increase frequency of transit service in the corridor.	N/A	Low	Low	Low	Medium	Medium	Medium	Medium
Reduce transit transfer times and distances.	N/A	Low	Low	Low	Medium	Medium	Medium	Medium
Increase overall transit ridership.	N/A	Low	Low	Medium	High	High	High	High
Need #4: Invest in transportation solutions that are cost effective.								
Implement alternatives that have cost effective capital investments.	N/A	High	Medium		Low			
High (less than \$25M)								
Medium (\$25-50M)								
Implement alternatives that have cost effective operations investments.	N/A	High	High		Medium		Low	Low
High (less than \$10Mi)								
Medium (\$10-20M)								
Low (greater than \$20M)								
Carried into Tier 2	Yes	Yes	Yes	Yes	Yes	Yes	No	No

Congestion Management Strategies (Automobile Focused)

The Tier 1 congestion management strategies (CMS) analysis focuses on the improvement of mobility and safety for all modes, including transit riders, pedestrians, bicyclists, and automobiles. Data from various sources were analyzed to identify and prioritize corridor issues. A preliminary list of congestion management strategies was selected based on the corridor issues identified under the existing conditions assessment. Similar to the other modes, this Tier 1 screening identified high potential strategies to move forward into the Tier 2 process for further analysis. For the purposes of the congestion management portion of this study, two types of strategies were considered: mobility strategies and safety strategies.

CMS support two of the four identified Needs, and are shown in **Table 10**. Evaluation measures were developed to determine how well each CMS meets the respective Needs, Goals, and Objectives. These evaluation measures were used as the criteria to identify the most promising CMS for University Drive.

Each CMS is rated against the evaluation measures outlined above. The results of the evaluation are summarized in **Table 11**.

For more detailed information on the corridor’s Tier 1 assessment, see the Tier 1 Technical Memorandums at www.UniversityDriveImprovements.com.

Table 10: Tier 1 Evaluation Measures for CMS (Automobile Focused) Improvements in Correlation with the

Study Needs	CMS Goals/Objectives	CMS Tier 1 Evaluation Measure
Improve North-South mobility for transit, bicycle, pedestrian and automobile users	Decrease frequency of stops at traffic signals in the corridor	Potential Decrease in Frequency of Stops
	Decrease automobile travel time throughout the corridor	Potential Decrease in Travel Time
Invest in transportation solutions that are cost effective	Implement alternatives that have cost effective capital investments	Cost-Effectiveness of Capital Investments

Table 11: Tier 1 Screening Results for CMS Improvements

Strategies	Evaluation Measure			Other Needs	Advance to Tier 2 Evaluation?
	Potential Decrease in Frequency of Stops	Potential Decrease in Travel Time	Cost-Effectiveness of Capital Investments	Safety	
Traffic Signal Retiming	High	High	High	High	Yes
Adaptive Signal Control	High	High	Low	Medium	No
Flashing Yellow Arrow	Low	Low	Medium	Low	No
Access Management	Low	Medium	High	Medium	Yes
Emergency/Incident Interagency Coordination	Low	Medium	High	Medium	Yes
Enhanced Traveler Information	Low	Medium	Medium	Low	Yes
Auto Commuter Trip Reduction Programs	Low	Medium	Medium	Low	Yes
Worksite Amenities	Low	Low	Medium	Low	No
Company Vehicles	Low	Low	Medium	Low	No
Parking Management	Low	Low	Medium	Low	No
Routine Feedback from Target Audiences	Low	Low	Medium	Low	No

Mobility Hubs Location Screening

One of the major elements of Broward MPOs adopted 2035 LRTP was integrating transportation and land use planning, which resulted in the development of a “mobility hub concept” and the promotion of premium transit service. The proposed concept of mobility hubs considers form and function and is envisioned as a place where people would interact with a multi-modal transportation system.

The preliminary 15 locations of the mobility hubs, as identified in the Broward MPO 2035 LRTP, provided for a basic framework of land use and transportation. There are three types of mobility hubs proposed

in the LRTP: Gateway Hub, Anchor Hub, and Community Hub. These hubs are also located at transit transfer points along the University Drive corridor.

Character Districts

The University Drive Corridor has three distinct character districts: Centers, Corridors, and Neighborhoods. These character districts have been developed over time and influence the current context along the corridor. The developed land pattern provides an additional understanding of area(s) that lend themselves to be more transit supportive.

Centers

As identified in **Figure 26**, there are six Centers along University Drive. In the most general terms, Centers are places that attract people from a wide area for specific purposes such as education, shopping, government, public gatherings, entertainment, employment, and health care. They change and grow over time in response to the needs of the community. Generally, the Center Character District includes a mix of recent and aging commercial, office, retail uses; multi-use developments; and a variety of setbacks, lot sizes, and uses on larger parcels of land.



Figure 26: Centers along University Drive; (top) Sample Road to Broward Boulevard; (bottom) Broward Boulevard to Florida Turnpike.



Corridors

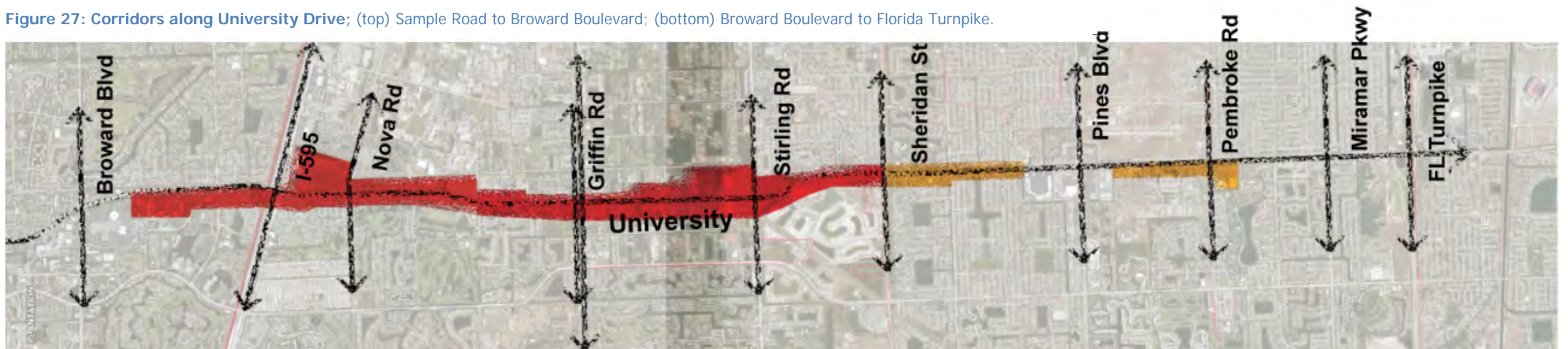
As identified in **Figure 27**, there are two types of Corridors along University Drive. The first type of Corridors (yellow) are typically smaller parcels with more constraints for redevelopment, and the second type (red) are larger parcels that may be better suited for redevelopment or reinvestment. Corridors are the places that provide community connections for people, commerce, infrastructure and natural systems. These Corridors provide the visual and functional imagery of the community at large.

Generally, the Corridor Character District includes:

- Neighborhood serving retail
- Smaller parcels/Older investment
- Shallow depth/setbacks
- Little or no connection with adjacent neighborhoods
- Limited to moderate walkability
- Low to moderate density development



Figure 27: Corridors along University Drive; (top) Sample Road to Broward Boulevard; (bottom) Broward Boulevard to Florida Turnpike.



Neighborhoods

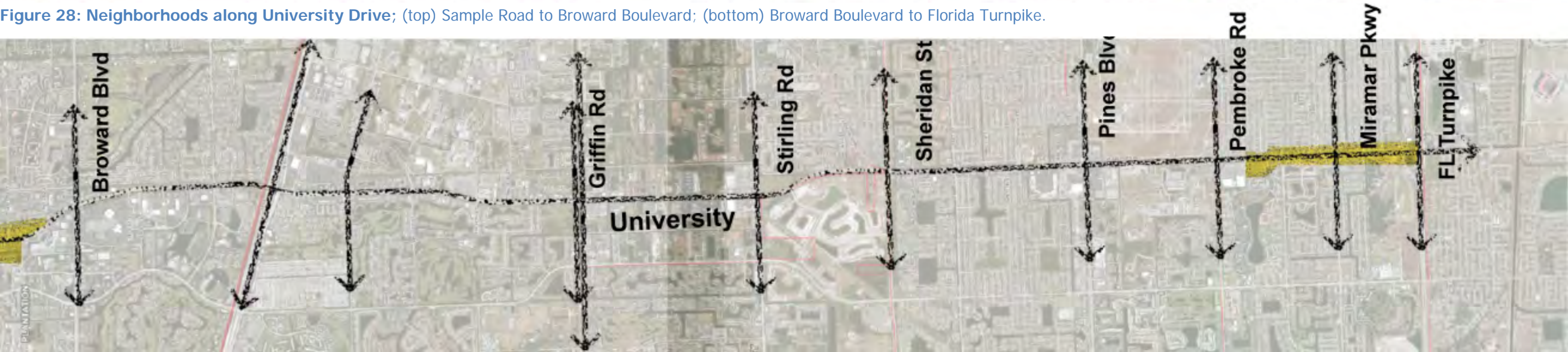
Neighborhoods are places where families live and conduct the domestic business of their daily lives, including socializing, education, shopping, rest, and recreation and are identified in **Figure 28**. The University Drive area has a few Neighborhoods that are located along the corridor that do not face the corridor. Rather, the backyards of the neighborhoods are generally separated by a fence, gate or wall.

The Neighborhood Character Districts along University Drive are typically defined by:

- Limited access to University Drive
- Low to moderate density development
- Walkable (internal)
- Few or limited connections to adjacent centers and corridors



Figure 28: Neighborhoods along University Drive; (top) Sample Road to Broward Boulevard; (bottom) Broward Boulevard to Florida Turnpike.



Mobility Hub Framework Analysis

University Drive’s preliminary mobility hubs identified in the LRTP required further evaluation that would help refine the location(s) should they be further considered along University Drive. Three mobility hubs are already being planned under separate study: (1) Oakland Park Boulevard & University Drive; (2) Broward Boulevard & University Drive; and (3) Pines Boulevard & University Drive. The remaining area(s) along University Drive were evaluated in three different segments using the following data information provided by Broward County:

- 1. **Housing Units per Acre:** this provides a concentration of the location of residential development that is located within a 1-mile radius of the Corridor;
- 2. **Parcel Size:** this was used to identify parcels greater than 5 acres in size;
- 3. **Percentage of Residents in Workforce:** this was used to determine the potential ridership needs of the community, with the highest percentage being 67.6% of the residents that live within a 1-mile radius of the corridor;

- 4. **Year Structure Built:** the indicator of the year the structure was built helps to identify potential redevelopment, since buildings typically have a lifecycle of approximately 20 years. It is common to make the assumption, in a suburban setting, that any building constructed from 1991 (the data provided information up to 2011) and earlier would be a candidate for redevelopment;
- 5. **Underutilized Properties:** this evaluates the land value to building value ratio by using the property appraiser data. When the land value reaches greater than or equal to 40% of the building value, the parcel is considered “underutilized” because the land has more value than the built structure on the parcel. Therefore, a developer would more likely raze the structures on site and start over – allowing the parcel to redevelop in way more conducive to a mobility hub;
- 6. **Future Land Use:** this identifies land that has a commercial land use designation from Regional Activity Centers, Commercial Land Use, and/or Local Activity Centers; and
- 7. **Boardings and Alightings:** this illustrates the highest boardings and alightings along University Drive that can be either North/South connections as well as East/West Connections.

Section 4.2: Tier 2 Alternatives summarizes the findings and analysis of the refined assessment.

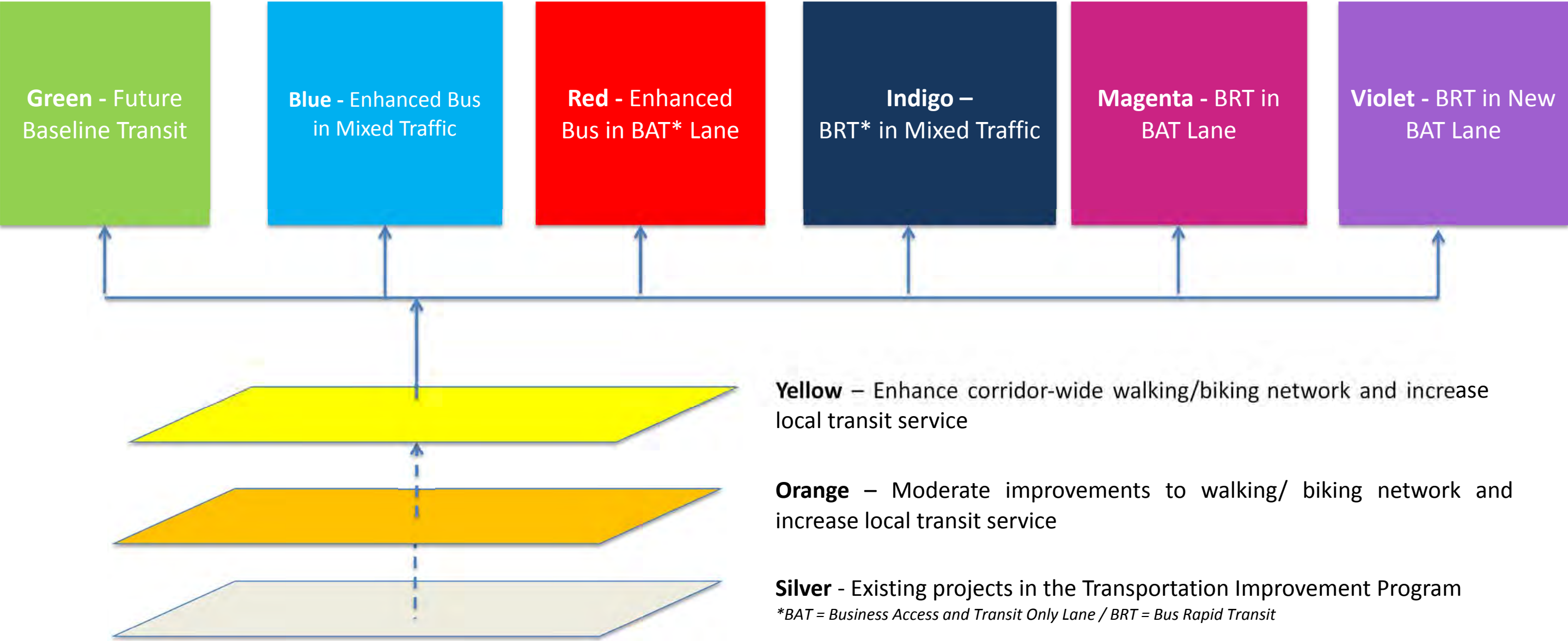
For details on the Mobility Hubs, the Role of Transportation and Land Use Memorandum, and the Zoning Analysis Summary Memorandum, see the project website at www.UniversityDriveImprovements.org.

4.2 Tier 2 Alternatives

Nine Tier 2 alternatives were developed that combine the pedestrian, bicycle, transit, mobility hub, and auto-focused congestion management strategies that were identified to move forward from Tier 1. These range from a no-build option (Option Silver), which includes only those projects already approved and funded in the Transportation Improvement Program (TIP), to pedestrian and bicycle focused options (Options Orange and Yellow),

to a variety of transit options (Options Green through Violet). **Figure 26** graphically displays the different alternatives/options, showing how the alternatives build off each other. Following the graphic is a detailed summary of each alternatives key features. **Appendix A** contains visual maps of each alternative.

Figure 26: Graphical Depiction of the Tier 2 Alternatives



“No-Build” Option

Option Silver

Option Silver includes University Drive-related solutions that have already been approved and funded in the region. Construction of these projects is anticipated within the next 5 years. Some examples of these funded projects include the widening of University Drive from 4 to 6 lanes between NW 40th Street and the Sawgrass Expressway; an upgrade of the traffic signal system equipment; real-time transit arrival information via mobile phones and at key terminals; a new NW 27th Avenue enhanced bus service in Miami-Dade County; etc. The region has already funded the construction and transit operations of this option.

Option Silver costs approximately \$65 million to construct and \$5.9 million to operate every year.

Pedestrian and Bicycle Focused Options

Option Orange

Option Orange primarily includes projects that improve the pedestrian and bicycle environment along University Drive. Examples include constructing missing sidewalks and bicycle facilities; widening existing sidewalks and constructing buffers between the automobile traffic and the pedestrians/bicyclists; increasing the time allowed for pedestrians to cross at intersections; decreasing the time a pedestrian has to wait at an intersection to cross the street; and designing all intersections to standard for persons with disabilities. Option Orange also increases the off-peak Route 2 service from every 30 minutes to every 20 minutes. This option also includes an adjustment to the traffic signals to reduce the amount of times automobiles stop at red lights while travelling along University Drive.

Option Orange will cost approximately \$11 million to construct and \$7.7 million to operate every year.

Option Yellow

Option Yellow includes all the Option Orange projects plus additional pedestrian and bicyclist improvements in areas that have the highest amount of pedestrian and bicyclist activity such as improved lighting; installation of mid-block crossings where warranted; and the evaluation of the removal of right-turn lanes where warranted. Implementation of multiple mobility hubs and the addition of shelters and benches at existing bus stops are also solutions in this option. (Note: transit hubs are areas where redevelopment and economic opportunities are being explored. Please see the following Mobility Hub section for more details.) Option Yellow also increases the off-peak Route 2 service from every 30 minutes to every 20 minutes.

Option Yellow will cost approximately \$35 million to construct and \$7.7 million to operate every year.

Photo: Rendering of Pedestrian Enhanced Frontage Road



Baseline Future Transit Service Option



Option Green includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but with different transit solutions. Transit improvements include increasing transit service on the Breeze Route 102 from morning and evening only to all-day. It also includes adding mobile ticketing as a payment option and equipping the buses with a technology (i.e., Transit Signal Priority) that reduces the amount of times buses stop at red lights.

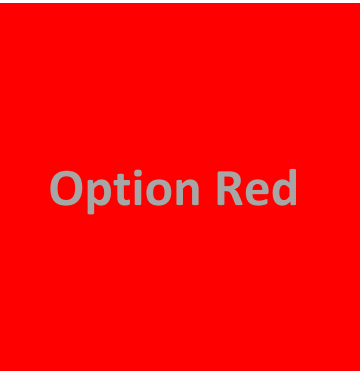
Option Green will cost approximately \$35 million to construct and \$7.9 million to operate every year.

Enhanced Bus Service Options



Option Blue includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but changes the transit component to an Enhanced Bus Service with Route 2 buses arriving every 30 minutes and Route 102 buses arriving every 20 minutes throughout the day. Also included are transit enhancements at intersections and construction of Enhanced Bus Stations.

Option Blue will cost approximately \$40 million to construct and \$9.1 million to operate every year.



Option Red includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but changes the transit component to an Enhanced Bus Service with Route 2 buses arriving every 20 minutes and Route 102 buses arriving every 20 minutes throughout the day. This option also assumes an existing lane will be converted into an exclusive Business Access and Transit Only lane from Griffin Road to Oakland Park Boulevard. Also included are transit enhancements at intersections and construction of Enhanced Bus Stations.

Option Red will cost approximately \$40 million to construct and \$11.8 million to operate every year.

Photo: Broward County Transit
Articulated Bus



Bus Rapid Transit Service Options

Option Indigo

Option Indigo includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but changes the transit component to a Bus Rapid Transit Service with Route 2 buses arriving every 30 minutes and Route 102 buses arriving every 15 minutes throughout the day. Also included are transit enhancements at intersections and construction of Bus Rapid Transit Stations.

Option Indigo will cost approximately \$55 million to construct and \$12.6 million to operate every year.

Option Magenta

Option Magenta includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but changes the transit component to a Bus Rapid Transit Service with Route 2 buses arriving every 30 minutes and Route 102 buses arriving every 15 minutes throughout the day. This option also assumes an existing lane will be converted into an exclusive Business Access and Transit Only lane. Also included are transit enhancements at intersections and construction of Bus Rapid Transit Stations.

Option Magenta will cost approximately \$55 million to construct and \$10.8 million to operate every year.

Option Violet

Option Violet includes all the Option Yellow pedestrian, bicycle, mobility hub, and congestion management related projects, but changes the transit component to a Bus Rapid Transit Service with Route 2 buses arriving every 30 minutes and Route 102 buses arriving every 15 minutes throughout the day. This option also assumes University Drive would be widened by adding an exclusive Business Access and Transit Only lane. Also included are transit enhancements at intersections and construction of Bus Rapid Transit Stations.

Option Violet will cost approximately \$155 million to construct and \$10.8 million to operate every year.

Photo: Cleveland Health Line BRT, Cleveland, OH



Transit Service and Costs Summary

Table 11 summarizes key service and cost characteristics of the transit elements per alternative/option. Transit descriptors include operating service frequencies, route splitting information, annual operating and maintenance costs (based on 2014 costs), and capital investment related costs.

Table 11: Tier 1 Screening Results for CMS Improvements

Alternative	Silver (Existing)	Orange & Yellow	Green	Blue (Enhanced Bus)	Red (Enhanced Bus)	Indigo [Bus Rapid Transit (BRT)]	Magenta (BRT)	Violet (BRT)
Route 2 (Local/ Enhanced Bus Service)	20 – peak 30 – off-peak	20 – peak 20 – off-peak	30 – peak 30 – off-peak	30 – peak 30 – off-peak	20 - peak 20 – off-peak	30 – peak 30 – off-peak	30 – peak 30 – off-peak	30 – peak 30 – off-peak
Route 2 Split at West Regional?	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Route 102 (Limited/BRT)	30 – peak only	30 – peak only	30 - all day	20 - all day	20 - all day	15 – all day	15 – all day	15 – all day
Route 102 Serves West Regional?	No	No	No	Yes	Yes	Yes	Yes	Yes
Annual O&M Costs (2014) (*source: BCT)	\$5.9 M*	\$7.7 M* (add'l \$1.8 M)	\$7.9 M* (add'l \$2M)	\$9.1 M* (add'l \$3.2M)	\$11.8 M (add'l \$5.9M)	\$12.6 M (add'l \$6.7M)	\$10.8 M (add'l \$4.9M)	\$10.8 M (add'l \$4.9M)
Transit-Related Capital Costs	N/A	\$1 M	\$2 M	\$9 M	\$9 M	\$24 M	\$24 M	\$124 M

4.3 Mobility Hubs

As discussed in the Tier 1 screening section, 15 preliminary mobility hub locations were identified along University Drive. The proposed concept of mobility hubs considers form and function and is envisioned as a place where people would interact with a multi-modal transportation system. The preliminary locations of the mobility hubs, as identified in the LRTP, provided for a basic framework of land use and transportation; however, to identify the mobility hub locations to move forward in this study the seven criteria were used as previously noted in the Tier 1 screening section: Housing Units per Acre; Parcel Size; Percentage of Residents in Workforce; Year Structure Built; Underutilized Properties; Future Land Use; and Boardings and Alightings.

Based on this evaluation, three mobility hub locations were identified as promising initial investments:

- Sample Road/University Drive in the City of Coral Springs (Gateway Mobility Hub);
- Sunset Strip/University Drive in the City of Sunrise (Community Mobility Hub); and
- SW 30th Street/University Drive in the Town of Davie (Anchor Mobility Hub).

The following sections describe at a high-level the individual mobility hub concepts and the short-, mid-, and long-term proposed initiatives.

For more detailed information on the Mobility Hub assessment, see the Mobility Hub Urban Design Report at www.UniversityDriveImprovements.com.

Gateway Mobility Hub Concept – Sample Road and University Drive

The northernmost site (at Sample Road and University Drive – **Figure 29**) was selected as the optimal mobility hub location along this segment of University Drive. Although this hub is in the Transportation Improvement Program, additional analysis was conducted to assist in moving the redevelopment forward.

Using the aforementioned seven elements, the selected area is best positioned for longer term success and development of a transit oriented development which also meets the gateway hub criteria as outlined in the 2035 LRTP. In addition to the 2035 LRTP, this area is located within the City of Coral Springs Regional Activity Center and their Community Redevelopment Area.

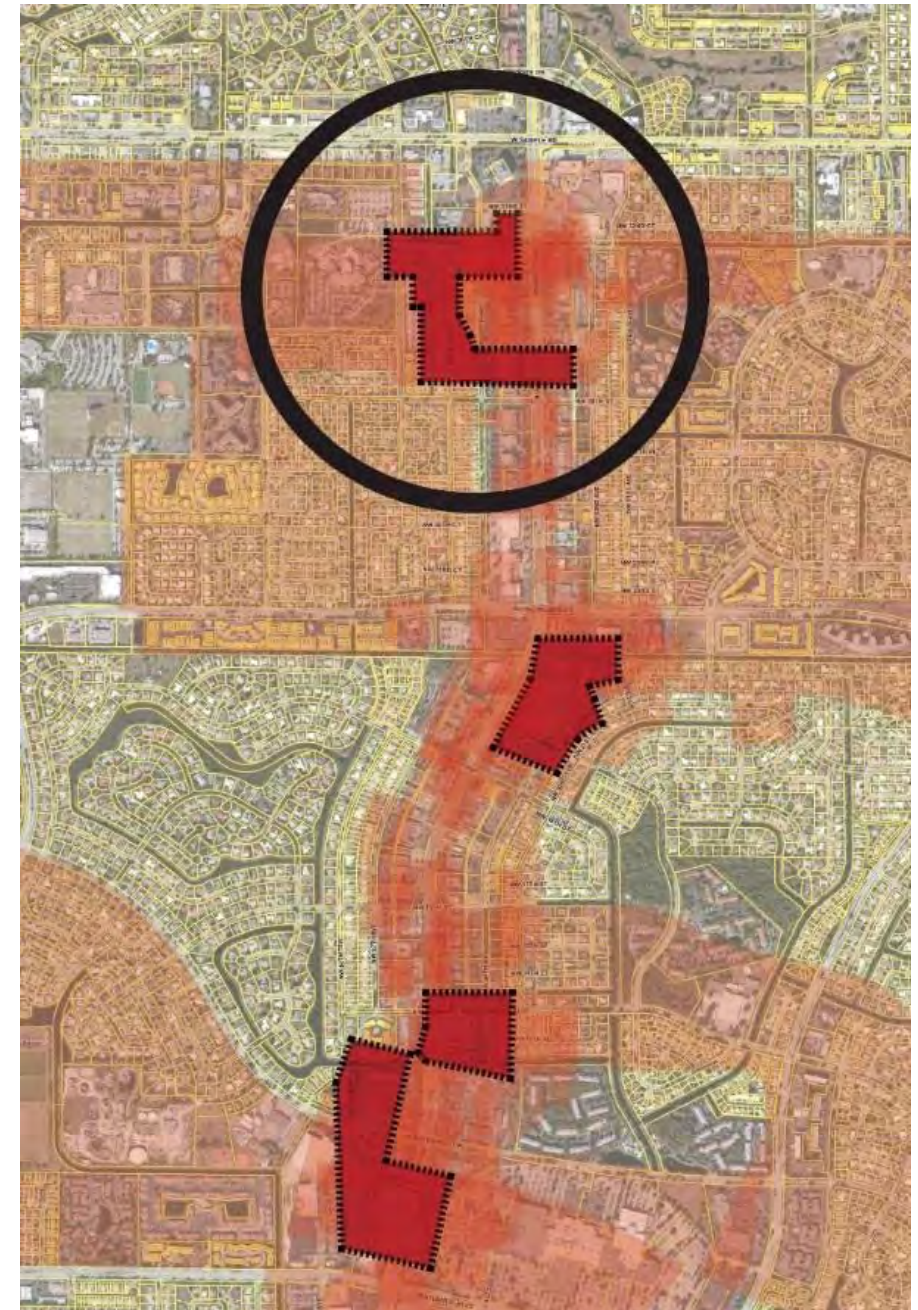


Figure 29: Gateway Mobility Hub Synthesis and Selection – Sample Road & University Drive

Community Mobility Hub Concept –
Sunset Strip & University Drive

The northern-most site (just north of Sunset Strip as shown within the black circle in **Figure 30**) was selected as the optimal mobility hub location along this segment of University Drive.

Using the aforementioned seven elements, the selected area is best positioned for longer term success and development of a transit oriented development which also meets the gateway hub criteria as outlined the LRTP.

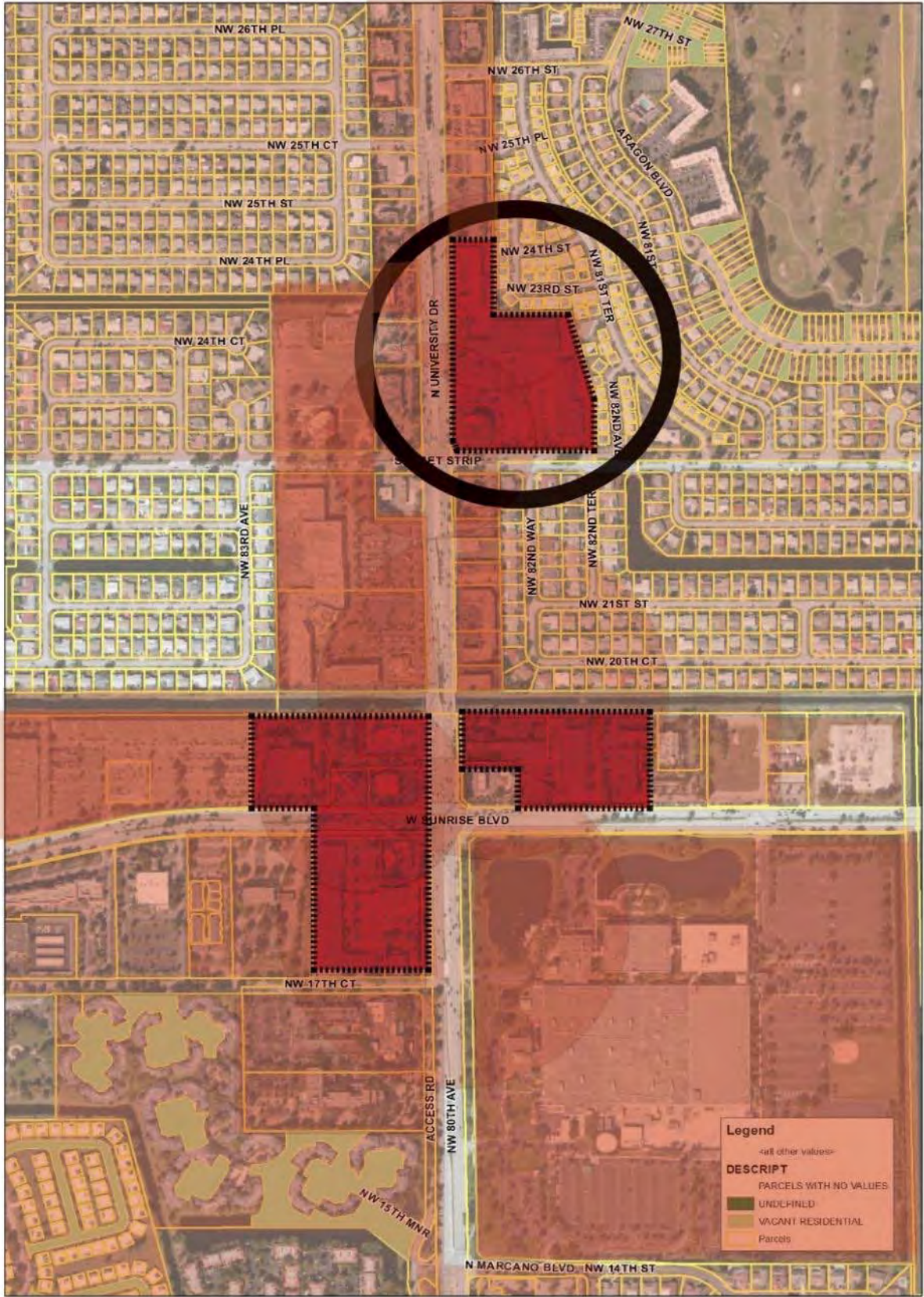


Figure 30: Community Mobility Hub Synthesis and Selection – Sunset Strip & University Drive

Anchor Mobility Hub Concept –
SW 30th Street and University Drive

After examining other elements like existing TOD policy, boardings and alightings (including Nova Southern University (NSU) student ridership, in addition to Broward County ridership) and current NSU master plan projects, the southern site (at NW 30th Street and University Boulevard) was selected for further investigation as identified in **Figure 31** within the black boundary. This area also is part of the City of Davie’s Regional Activity Center and the area is planned for more intense future development.

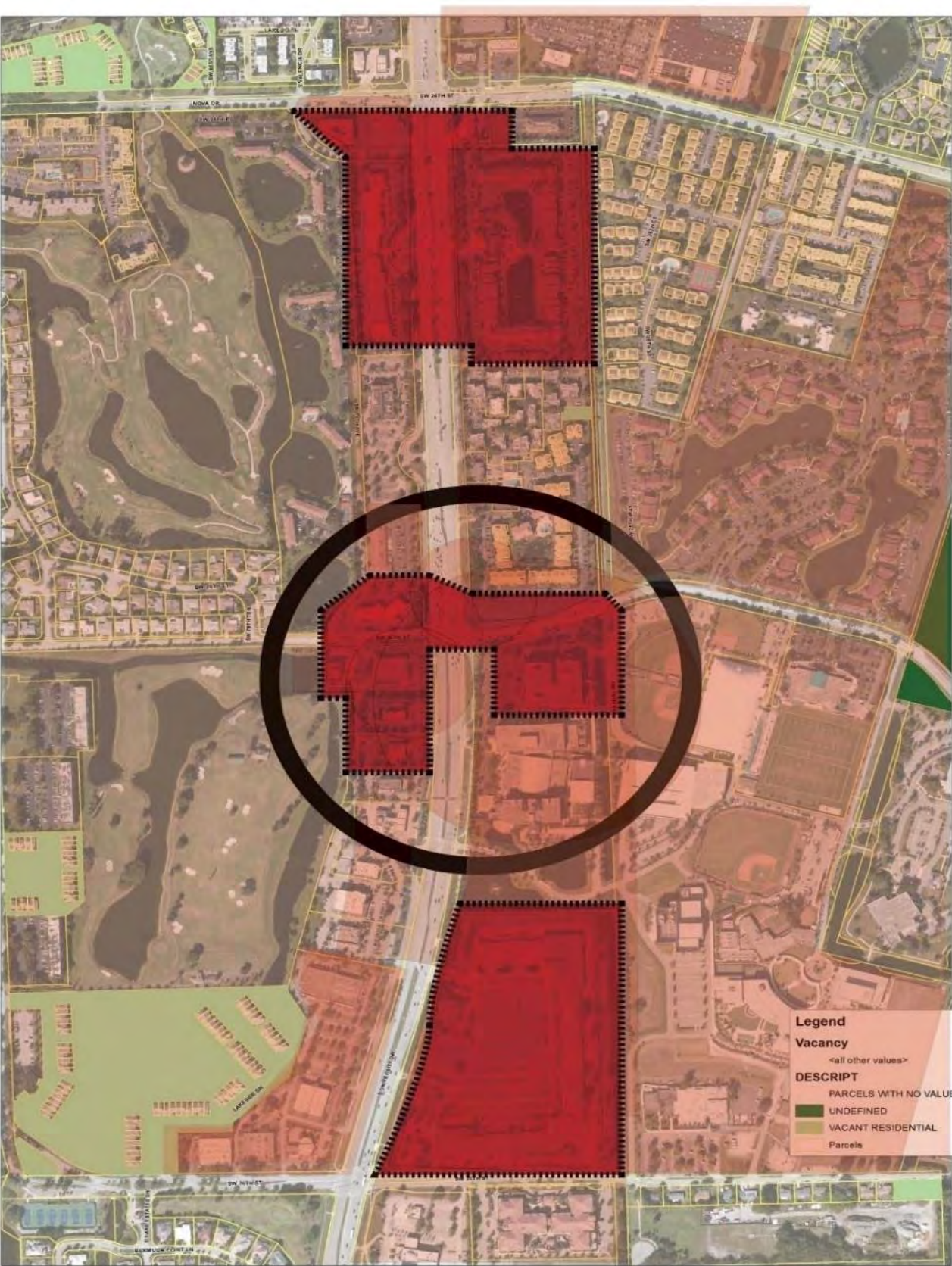


Figure 31: Anchor Mobility Hub Synthesis and Selection – SW 30th Street & University Drive

Immediate/Short Term Mobility Hub Initiatives

Earlier in the University Drive Corridor project, an immediate-term prioritization of projects was provided to meet the ongoing needs and timing of overall projects for Broward County. The immediate projects will help strengthen the success and safety of University Drive’s existing transit users, and help incentivize new users through the implementation of a pedestrian friendly atmosphere. By definition, the immediate-term pedestrian, bicycle, and transit access projects are all high-priority. Nonetheless, to help organize recommendations, they have been ordered into three categories:

- Priority 1A – Projects near high-use bus stops and within pedestrian/bicycle activity areas
- Priority 1B – All other projects on University Drive
- Priority 1C – All other projects not on University Drive

Mid-Term Mobility Hub Initiatives

The following suggestions can be shifted to immediate/short term as funding is secured for University Drive improvements.

Broward County’s Trafficways Plan is considered to be a right-of-way preservation plan. The policies included in the Broward County Land Use Plan permit utilization of multimodal improvements. With this policy, University Drive should have sufficient right-of-way to provide transit shelters, additional bicycle routes, and pedestrian connections in area(s) throughout the Corridor, especially at locations that provide for a bus stop, and/or transit shelter.

Two potential designs for a typical transit shelter are illustrated in **Figure 32** and **Figure 33**. These designs provide for two common roadway conditions that exist along University Drive: sidewalk adjacent to the roadway and the sidewalk setback from the roadway.

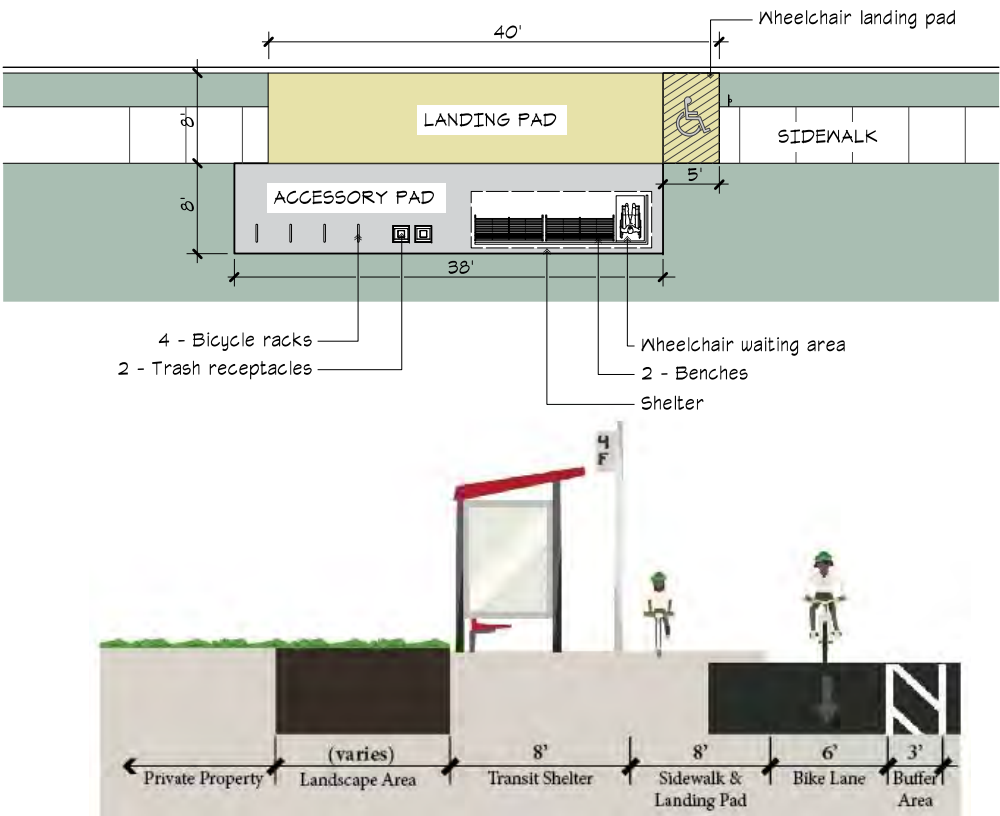


Figure 32: Transit Shelter with Sidewalk Setback from the Roadway

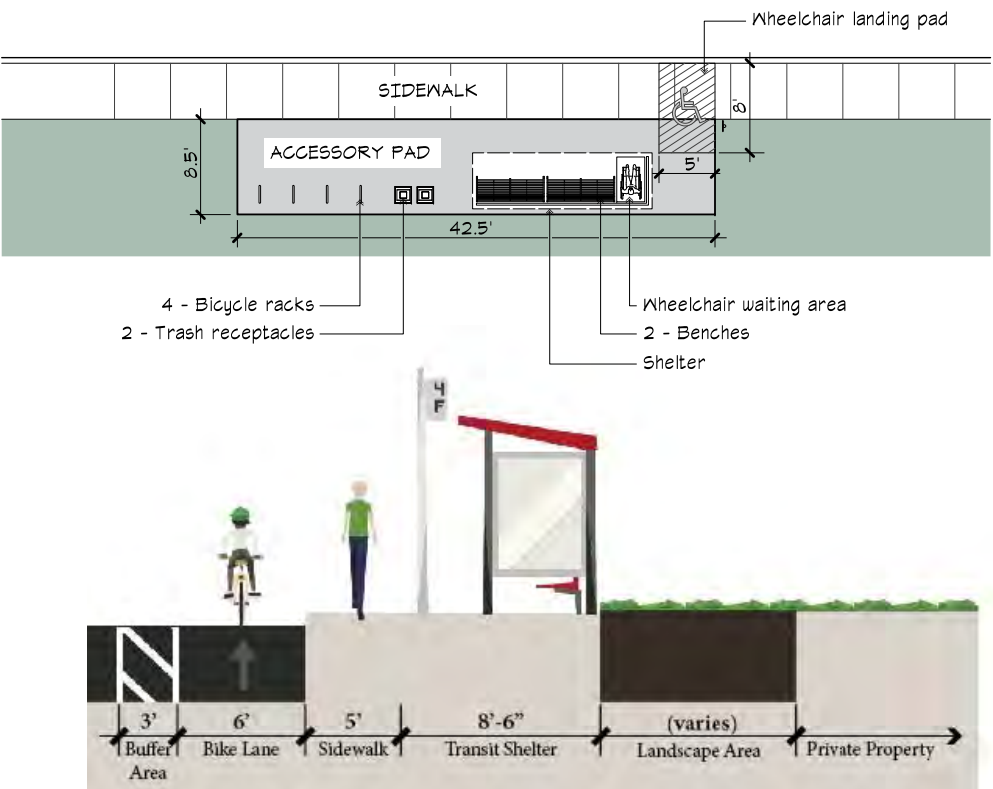


Figure 33: Transit Shelter with Sidewalk Adjacent to the Roadway

Long-Term Mobility Hub Initiatives

As part of the University Drive Mobility Study, a Land Use Audit/Policy Readiness Analysis was completed to position the project for future potential transit funding. This evaluation also helps to identify opportunities to refine policies to promote future transit-oriented development.

In general, the regulations that are currently in place along University Drive are adequate and do not directly conflict with the implementation of the recommended transit approach for the Corridor. However, local municipalities can consider strengthening their regulations with a transit focus to leverage the full potential of future transit investment. The regulations can further strengthen land use and zoning policies that regulate and encourage transit supportive development.

With transit-specific policies in place, a more cohesive and consistent purpose and intent may be developed for the University Drive Corridor. A more consistent and transit-focused approach to land development regulations confirms the collective commitment of the multiple municipalities along University Drive to the success of any future premium transit along the Corridor.

New policies can include long-term land use and zoning targeted around transit station areas and also throughout the corridor along the premium transit line. While fully operating a new form of transit in this corridor is still years away, new development and redevelopment in the corridor will continue to occur. Having transit supportive regulations in place now will ensure that over time, the development and land uses in the corridor will be reshaped to support transit.

The strategy for new policies should be to address station areas and corridors (areas along the transit line in between stations) differently and create separate policies for both.

Transit Oriented Development Station Area Policies may focus on land within ½ mile radius of a station and provide standards for higher

intensities of uses, recommending minimum densities within ½ mile radius of a station. The major sections of new policies related to station areas can include the categories defined in “Understanding the Audit” Section as follows:

1. Land use and intensity- minimum densities, allowing higher intensity
2. Uses that are transit supportive
3. Setbacks
4. Parking (vehicular and bicyclist)
5. Vehicular standards
6. Pedestrian standards
7. General design standards

Transit Oriented Corridor Policies, will address the parcels that are directly adjacent to the proposed transit alignment. These policies recognize that most land development changes will occur along the transit corridor between stations and that the segments between stations do not warrant the same amount of intensity and design control because they do not have direct transit station access. However, these areas will likely still experience investment related to transit. The major sections addressing corridors consistent with the “Understanding the Audit” section can include the following:

1. Parking (minimal changes, encourage shared parking, provide bicycle parking)
2. Vehicular standards (allowing cross access)
3. Pedestrian standards
4. General design standards

In summary, the mobility hub analysis, synthesis, and frameworks for University Drive as recommended will help prepare the corridor for greater investment in transit. The corridor wide improvements, along with the specific mobility hubs and short, mid, and long term strategies will assist the longer term goals for University Drive’s transit evolution from enhanced bus routes to the potential of a more comprehensive transit system.

SECTION 5

EVALUATION OF DETAILED (TIER 2) ALTERNATIVES

5 Evaluation of Detailed (Tier 2) Alternatives

The nine Tier 2 alternatives were evaluated against the project's Needs, Goals, and Objectives. The evaluation criteria and associated performance measures were organized into the four project needs, as described below:

1. Improve Mobility for All Modes
 - a. Reduce transit travel times in the corridor
 - b. Increase overall transit ridership
 - c. Decrease transit rider distance/walk time at major transfers
 - d. Decrease automobile travel time throughout the corridor
2. Improve Safety for All Users
 - a. Decrease pedestrian and bicyclist conflict points
 - b. Linear feet of new sidewalk
3. Improve Livability and Walkability
 - a. Improve pedestrian environment with buffers, landscaping, etc.
 - b. Improve bicyclist environment with buffers, landscaping, etc.
 - c. Minimize impacts to the environment, businesses, and neighborhoods
4. Invest in Transportation Solutions that are Cost Effective
 - a. Implement alternatives that are cost-effective to build
 - b. Implement alternatives that are cost-effective to operate
 - c. Leverage economic development opportunities
 - d. Implement top transportation priorities in the region

A high-level summary of the evaluation results is provided in **Figures 34 and 35**.



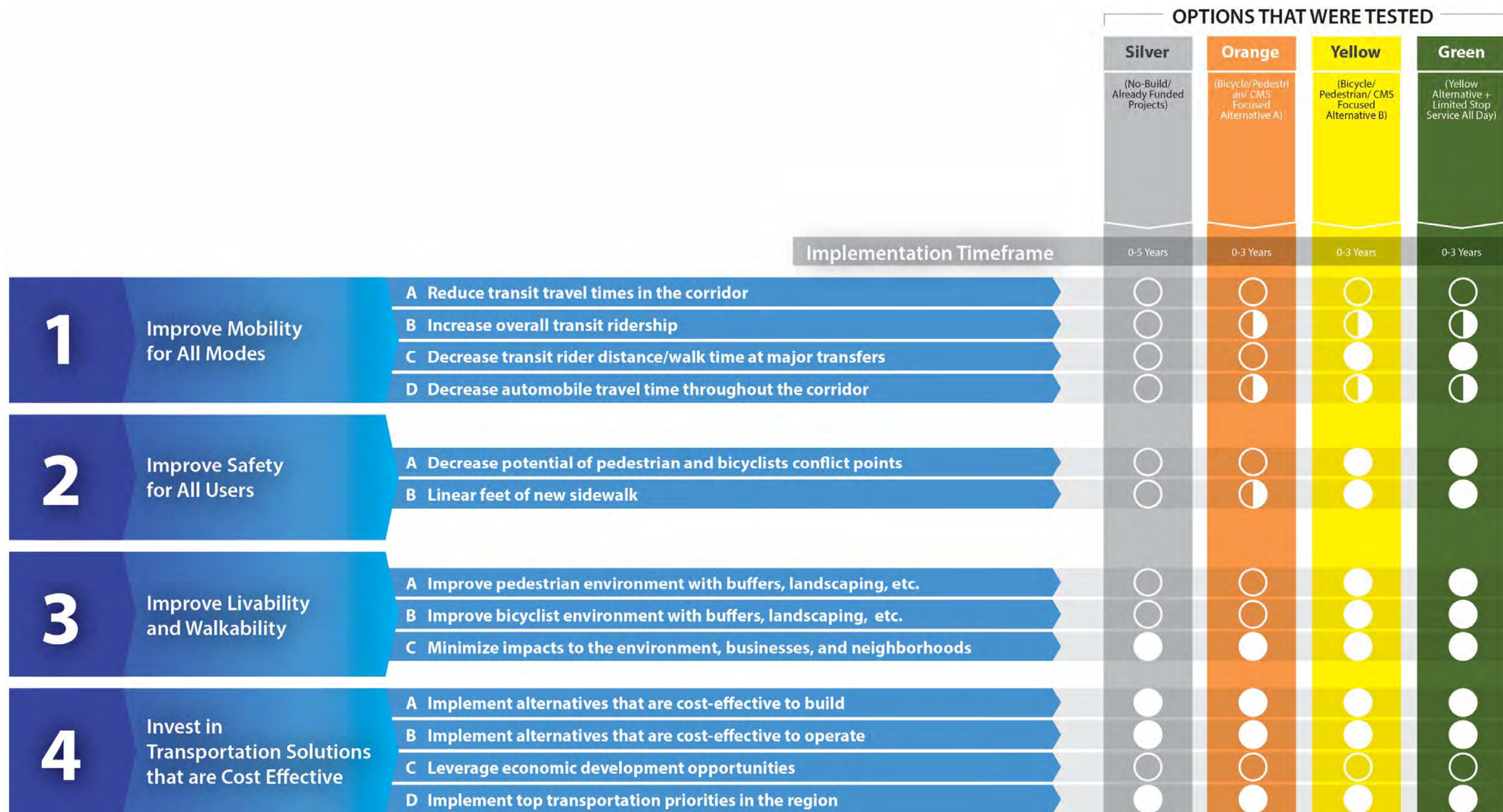


Figure 34: Evaluation Summary for Alternatives with an Implementation Timeframe of within 3 Years



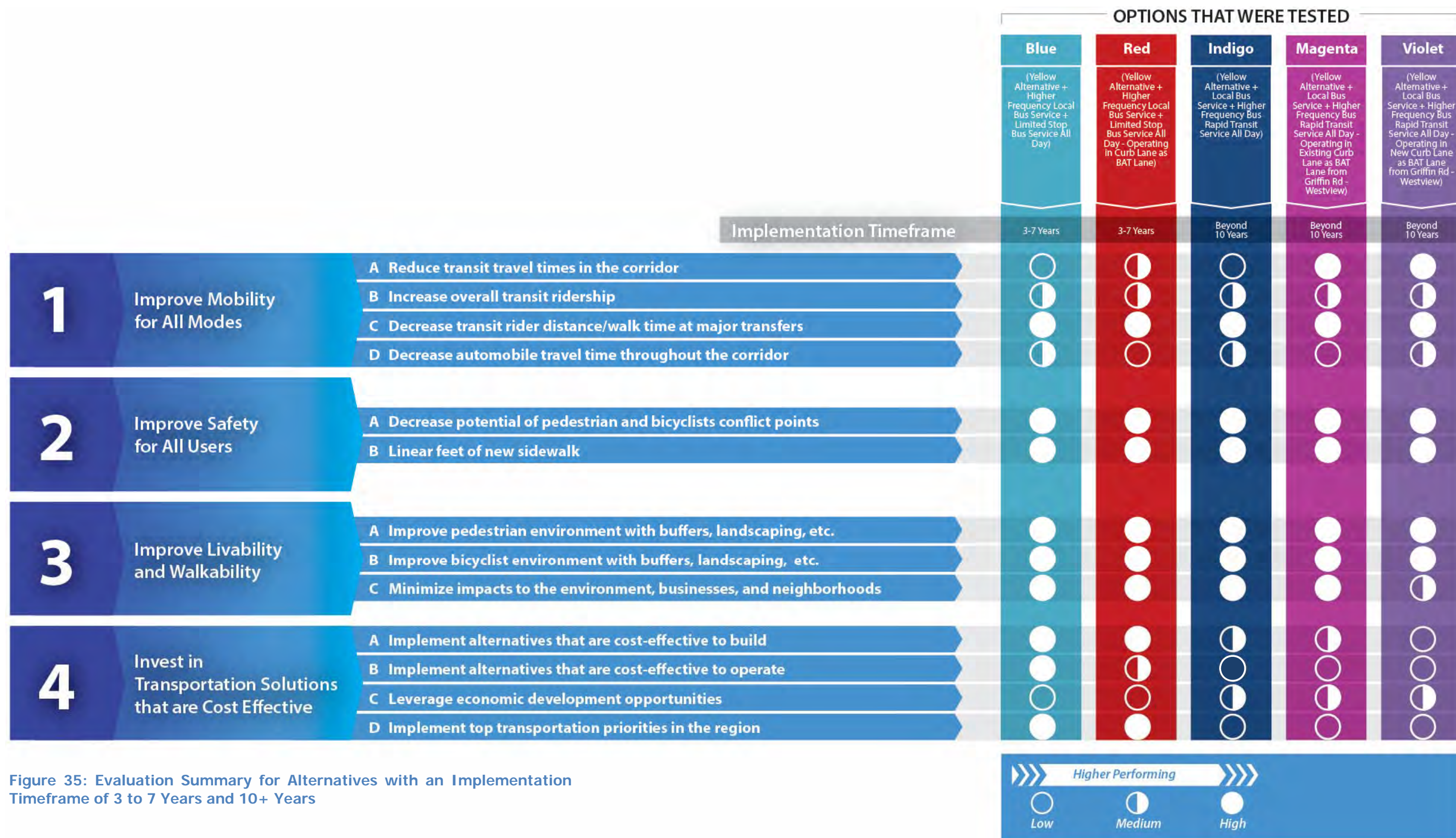
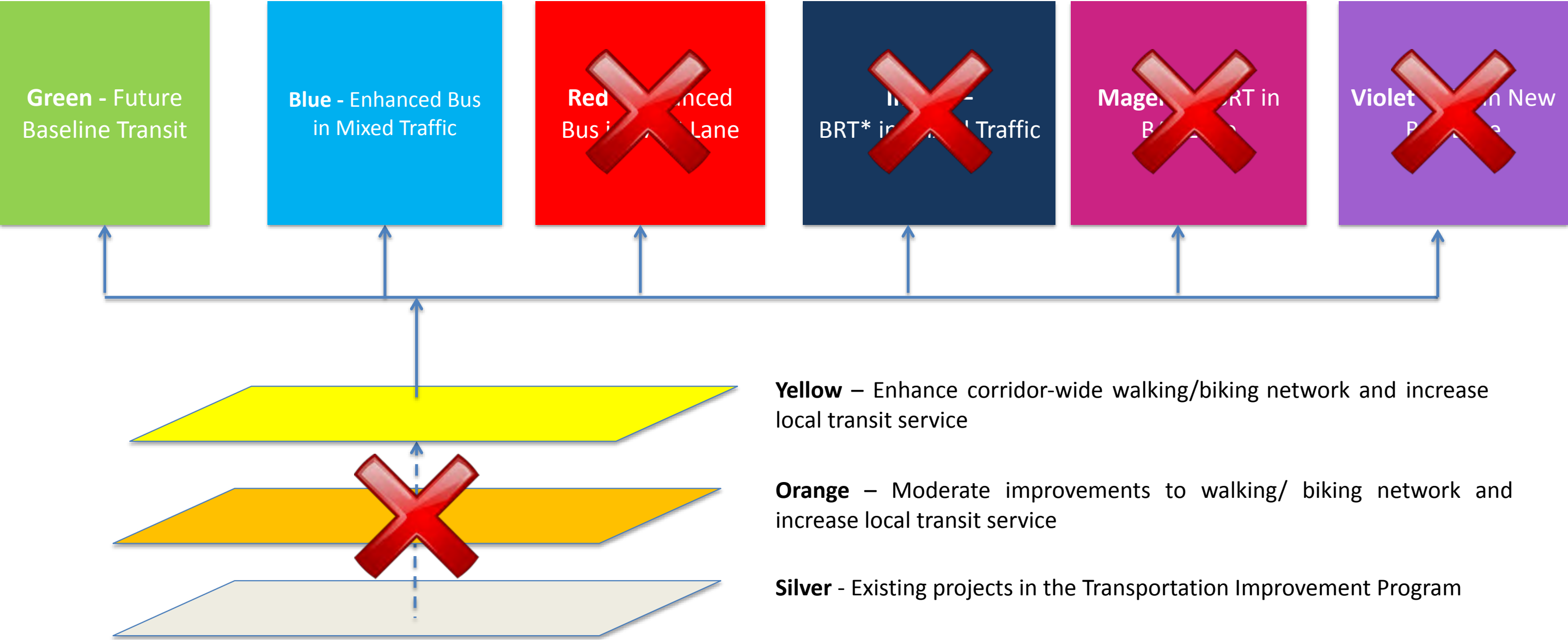


Figure 35: Evaluation Summary for Alternatives with an Implementation Timeframe of 3 to 7 Years and 10+ Years

Based on the evaluation results, the following alternatives (see **Figure 36**) were identified as not meeting the project goals and objectives and were therefore removed from consideration for the Locally Preferred Alternative. Public input was also integrated into the decision-making process and evaluation of alternative benefits. Section 6 describes in more detail the applied process and results.

For more detailed information on the Detailed Assessment of Alternatives, see the Benefit/Cost Comparison Report at www.UniversityDriveImprovements.com.

Figure 36: Graphic Depiction of the Alternatives Recommended for Consideration as the Locally Preferred Alternative



SECTION 6

PUBLIC AND AGENCY ENGAGEMENT

6 Public and Agency Engagement

Public Engagement

Two phases of public involvement were undertaken throughout the University Drive Mobility Improvements Planning Study. The first phase of involvement was intended to gather input on the issues and needs seen throughout the corridor and to develop a vision based on that input. Using that information, nine alternatives were developed for the future of the corridor: four short-term alternatives (including a no-build “do nothing more” option) and five long-term alternatives. The second phase of public involvement presented the benefits, impacts, and costs of each of the alternative scenarios and allowed the public to vote on their top choices for both the short- and long-term.

During the first phase, two principal approaches were taken to obtaining public input: (1) digital outreach utilizing an online survey and comment tool (see **Figure 37**) and (2) a series of three public workshops. Over 100 people provided input in Phase I (of which 16 were related to workshop forums). To help spread the word about the project, project-related postcards (see **Figure 38**) and business cards were distributed to different businesses and Universities along the corridor. Also, partnerships with the Public Information Officers (PIOs) from each municipality were formed so individual agencies could partake in spreading the word and connecting to their communities. Lastly, newspaper advertisements were prepared as well as mail outs to the businesses and residents along the corridor.

Through the outreach process, it was found that the major concerns and desires centered on traffic signal timing; congestion; transit reliability, amenities and headways; traffic enforcement; pedestrian and bicycle safety and facilities; and the desire for more multimodal opportunities. In Phase I, it was observed that the public meetings were not well attended and that outreach techniques such as newspaper advertisements and mail outs to residents and businesses along the corridor were not effective when weighed against the costs.



Photo: Image of a University Drive Study Public Workshop held at the Coral Springs Public Library



Figure 37: Snapshot of the online survey outreach tool.

Given the results of Phase I techniques a different approach was taken for Phase II. Similar to Phase I, a digital survey was created and used to gather feedback, but rather than bringing the survey to workshops, the University Drive team went to locally planned events and high pedestrian activities areas to engage with the community. Nine of these “portable sessions” were attended throughout the corridor. Similar to Phase 1, project-related postcards and business cards were distributed to different businesses and Universities along the corridor. Also, the partnerships with the municipality Public Information Officers (PIOs) were very valuable in helping get the word out.

In total, over 450 people provided input in Phase II. It was found that respondents ranked car travel times, pedestrian safety, and transit travel times as their highest priorities. The comments ranged a full spectrum of improvements relating to the automobile, transit, pedestrian, and bicycle environments as well as to the urban design. Regarding the alternatives, the Yellow alternative was the most popular short-term alternative and the Indigo alternative was the most popular long-term alternative amongst the respondents. **Figure 39** graphically depicts the public top priorities and alternatives for the University Drive corridor.



Figure 38: Images of the project postcards that were placed in public areas and on the BCT Route 2 and 102

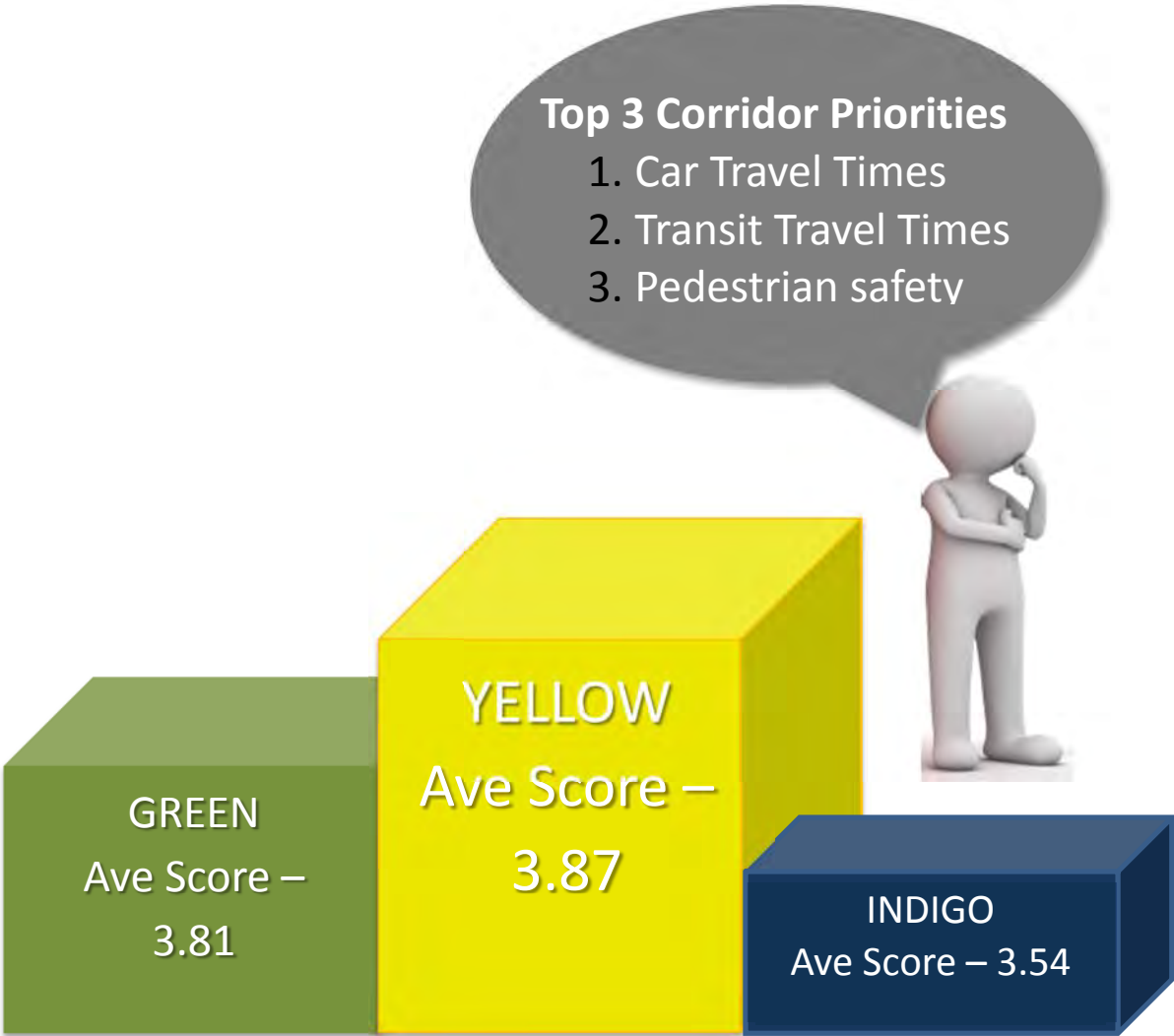


Figure 39: Graphic Depiction of the Alternatives Recommended for Consideration as the Locally Preferred Alternative

PAC Meetings

The PAC met seven times throughout the study process. Specific dates are summarized below. The agendas, meeting minutes and presentation can be found at the project website.

- January 29, 2013 - PAC Meeting #1
- March 13, 2013 - PAC Meeting #2
- May 29, 2013 - PAC Meeting #3
- July 23, 2013 - PAC Meeting #4
- August 28, 2013 - Land Use Workshop
- October 9, 2013 - PAC Meeting #5
- May 7, 2014 - PAC Meeting #6
- July 23, 2014 - PAC Meeting #7

The general flow and timeline of topics was:

- PROJECT LAUNCH - November 2012
- PUBLIC ENGAGEMENT PERIOD - January 2013 to August 2014
- IDENTIFY FEASIBLE TRANSIT MODES - January to July 2013
- DEVELOP SERIES of TRANSPORTATION SOLUTIONS - July 2013 to August 2014
- SELECT TRANSPORTATION SOLUTIONS - June - September 2014

MPO Committees and Board

The study team presented to the Broward MPO Technical Coordinating Committee (TCC), the Community Involvement Roundtable (CIR) and the MPO Board on the following dates throughout the project:

Transit Mode Selection:

- June 26, 2013 – TCC and CIR
- July 11, 2013 – MPO Board

General Project Status Update:

- November 27, 2013 – TCC and CIR
- December 12, 2013 – MPO Board

Alternatives Evaluation Results:

- May 28, 2014 – TCC and CIR
- June 12, 2014 – MPO Board

PAC Recommended Locally Preferred Alternative:

- August 27, 2014 – TCC and CIR
- September 11, 2014 – MPO Board

Final Report Endorsement

- February 25, 2015 – TCC and CIR
- March 12, 2015 – MPO Board



Photo: Image of PAC members during the Land Use “Walkshop”

For more detailed information on public outreach and agency coordination, see the Public Involvement Plan, the Public Involvement Summary, the PAC meeting summaries, and the MPO Committees and Board Agendas at www.UniversityDriveImprovements.com.

SECTION 7

LOCALLY PREFERRED ALTERNATIVE

7 Locally Preferred Alternative

The Locally Preferred Alternative constitutes the infrastructure elements of **Option Blue** with the operational elements of **Option Green**. Specifically, it includes the following key features:

- Construct sidewalks along University Drive (and within a ¼-mile radius of the corridor) with a buffer from traffic where possible;
- Construct bicycle facilities on University Drive (and within ½-mile radius of the corridor) with a buffer from traffic where possible;
- Implement pedestrian accommodations at all intersections, including curb ramps, crosswalks, and shorter traffic signal cycles;
- Design for greater levels of walking and bicycling in “activity areas;”
- Create additional signalized pedestrian crossing opportunities;

- Modify intersection geometry to improve pedestrian accessibility, by evaluating the removal of right-turn lanes and reducing curb radii;
- Develop mobility hubs at 30th Street and Sunset Strip;
- Retime and synchronize traffic signals;
- Improve bus stop amenities through strategies such as adding bus shelters, benches, and accessibility pads;
- Improve the transit service to an Enhanced Bus Service with Route 2 and Route 102 buses arriving every 30 minutes throughout the day;
- Relocate bus stops closer to intersections at select locations to minimize transfer time; and
- Introduce transit preferential treatments, including signal priority, mobile ticketing, queue jumps, enhanced bus stations, and bus islands.

Figures 40 is a map depicting the locally preferred alternative strategies. In addition to the improvements shown on the maps, the following corridor wide improvements are also included:

- Reduce signal Cycle length to 130 seconds and related adjustments including:
 - Modify signal phasing at select locations
 - Install pedestrian refuge features within the existing median at the Griffin Road intersection
- Change frequencies on Route 2 and 102 as follows:
 - Split Route 2 at West Regional Terminal
 - Route 2:
 - Monday through Saturday – Every 30 minutes
 - Sunday – Every 45 minutes
 - Route 102:
 - Monday through Friday – Every 30 minutes
- Corridor-wide transit signal priority
- Mobile ticketing for transit
- Corridor-wide signal retiming and synchronization

Appendix B contains a complete listing of LPA related projects by municipality.

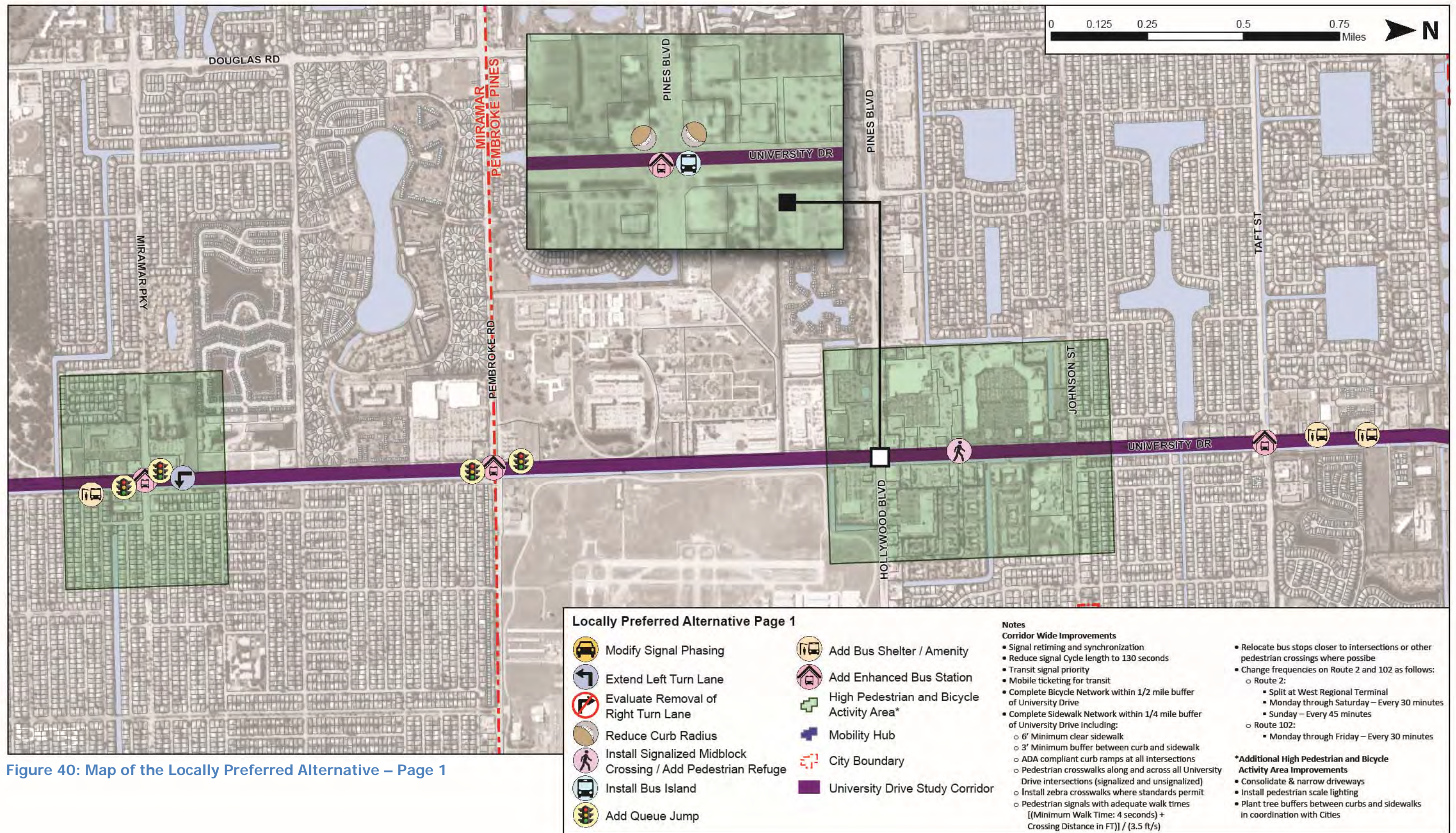


Figure 40: Map of the Locally Preferred Alternative – Page 1



Figure 40: Map of the Locally Preferred Alternative – Page 2



Figure 40: Map of the Locally Preferred Alternative – Page 3



Figure 40: Map of the Locally Preferred Alternative – Page 4

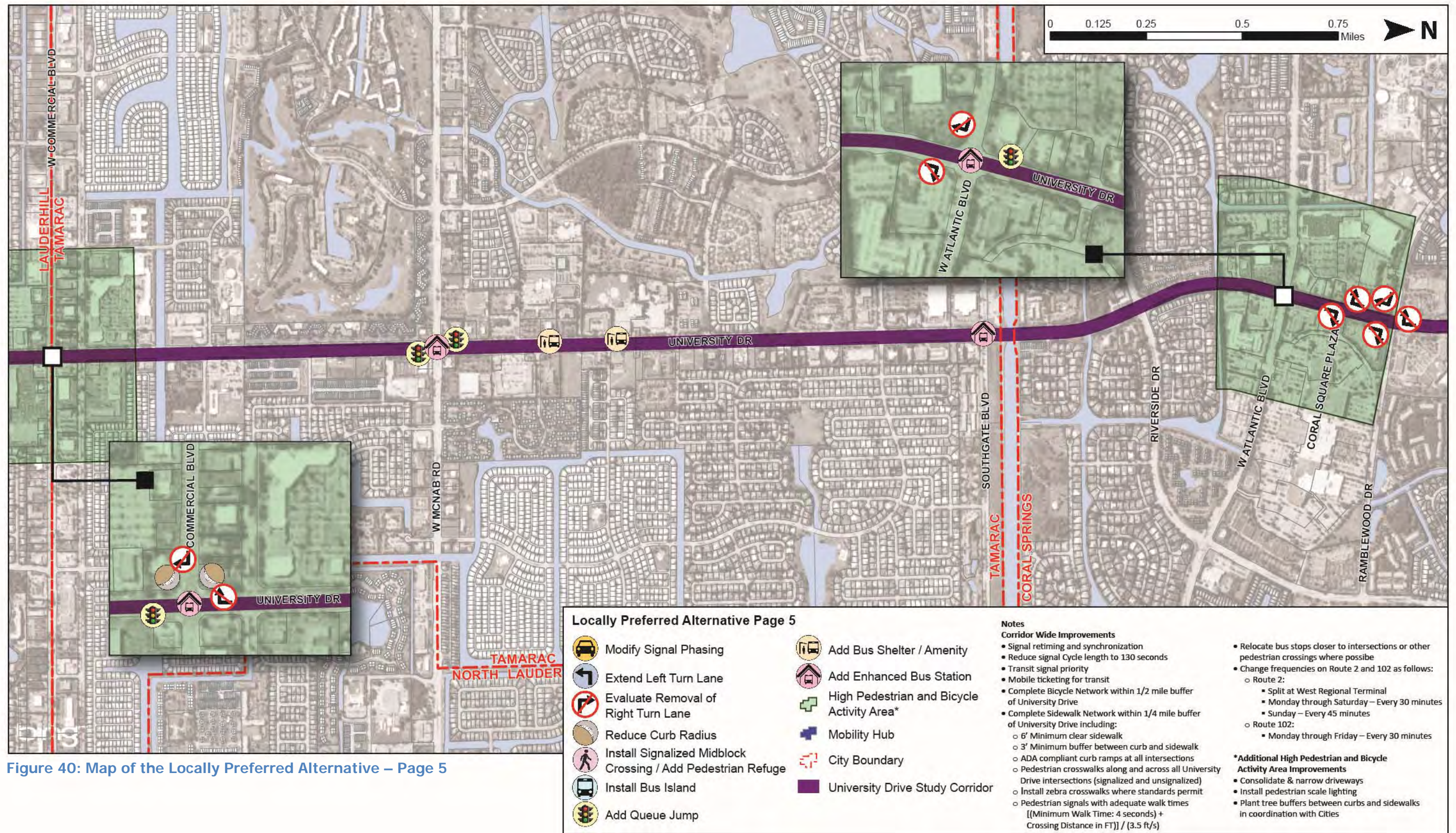


Figure 40: Map of the Locally Preferred Alternative – Page 5

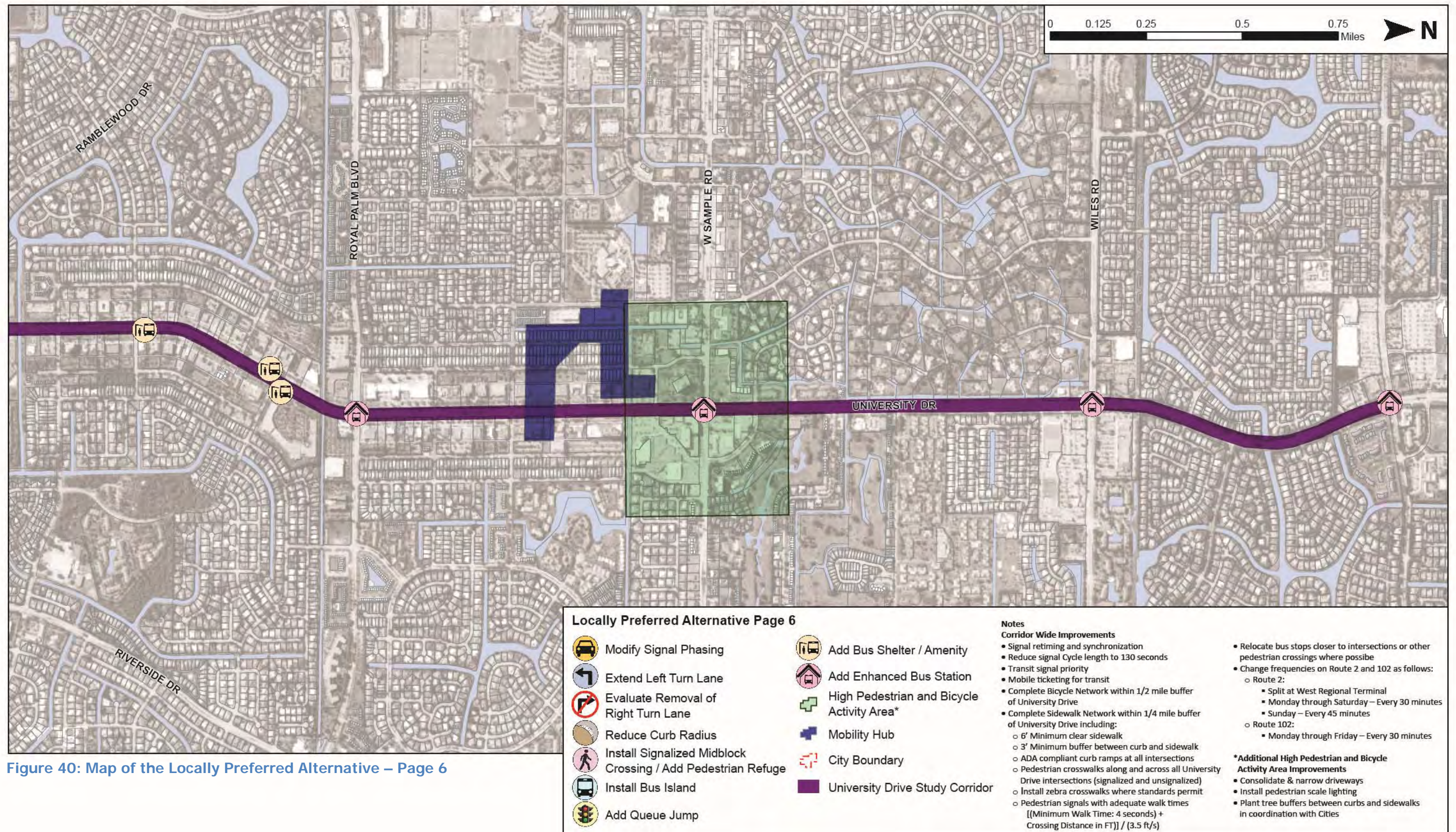


Figure 40: Map of the Locally Preferred Alternative – Page 6

SECTION 8 IMPLEMENTATION AND NEXT STEPS

8 Implementation and Next Steps

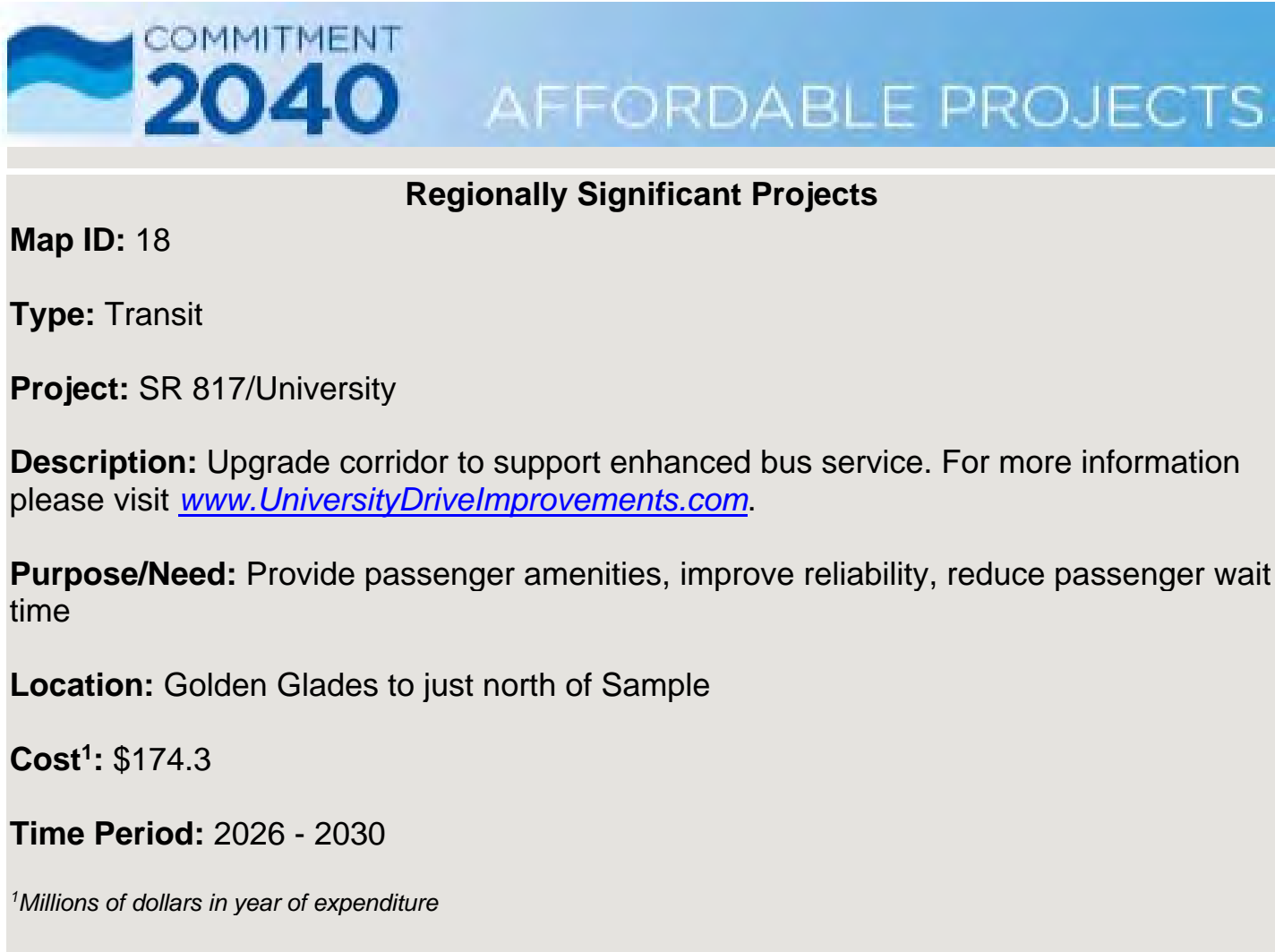
The Broward MPO has identified funding in the outer years (2020-2026) for multimodal improvements in the Cost Feasible element of the 2040 Long Range Transportation Plan. The Broward MPO will work with the Florida Department of Transportation (FDOT) to advance projects that were identified as candidates for immediate implementation (details of these projects can be found in the Immediate-Term Projects Summary on the project website). The Broward MPO will continue to work with FDOT and Broward County Transit to advance the elements of the Locally Preferred Alternative.

Further evaluation and analysis will be needed for several of the LPA components. Additional post-planning activities, analysis and evaluation include:

- Further analyses for mid-block pedestrian crossings
- Crash analyses for enhanced crosswalk markings at spot locations and FDOT policy formulation for universal application of enhanced crosswalk markings
- Traffic operational and crash analyses for right-turn lane eliminations, left-turn lane extensions, and turn radii reductions
- Traffic operational and crash analyses and negotiated agreements for driveway consolidations and width reductions
- Analyses for pedestrian refuge areas in medians and corner channelization
- Analyses, interactions, and follow-up steps with FDOT and BCTED to implement signal timing recommendations
- Necessary steps and agreements to construct sidewalk network in residential areas including resident outreach and consensus; maintenance agreements with cities; and staging for right-of-way design, acquisition, construction.
- Necessary steps and agreements with local governments to construct buffered sidewalks, landscaped multi-purpose paths, and pedestrian-scale lighting
- Analysis and assessment of the appropriate process required to be able to implement thru-intersection bike lane stripping

As previously noted, funding is identified in the Cost Feasible element of the 2040 LRTP (see **Figure 41**). A corridor funding program should be created that provides a programmatic funding approach per time period: short-term (within 3 years), mid-term (3 to 7 years), and long-term (>10 years). Projects should be grouped and prioritized based on agency priorities and funding mechanisms available. As a part of this process, costs should also be developed and programmed by phase (engineering through construction and operations and maintenance).

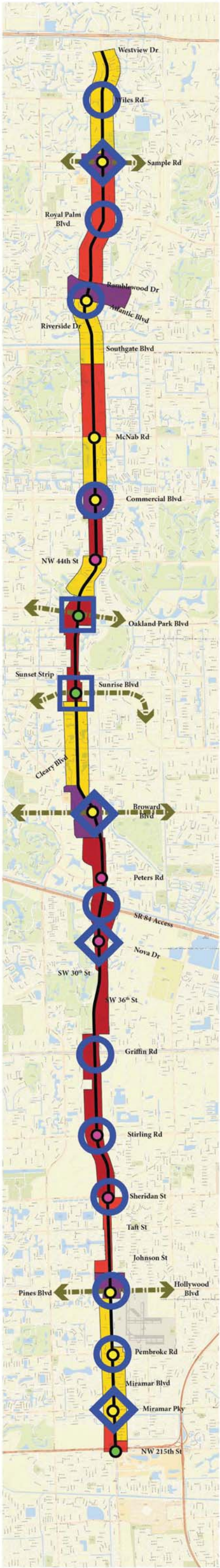
Figure 41: Commitment 2040 University Drive Summary



APPENDIX A

Tier 2 Alternative Maps

Existing Corridor Character



Legend

Broward MPO 2035 LRTP Mobility Hubs



Community Hub



Anchor Hub



Gateway Hub

Existing Transit Activity (based on boardings and alightings)



Moderate Transit Activity



High Transit Activity



Very High Transit Activity



High Bus Transfer Activity

Character Districts



Neighborhood Character District

Portions of the University Drive Corridor characterized by primarily residential neighborhood land uses



Small Commercial Character District

Portions of the University Drive Corridor characterized by small and aging properties with commercial land uses



Large Commercial Character District

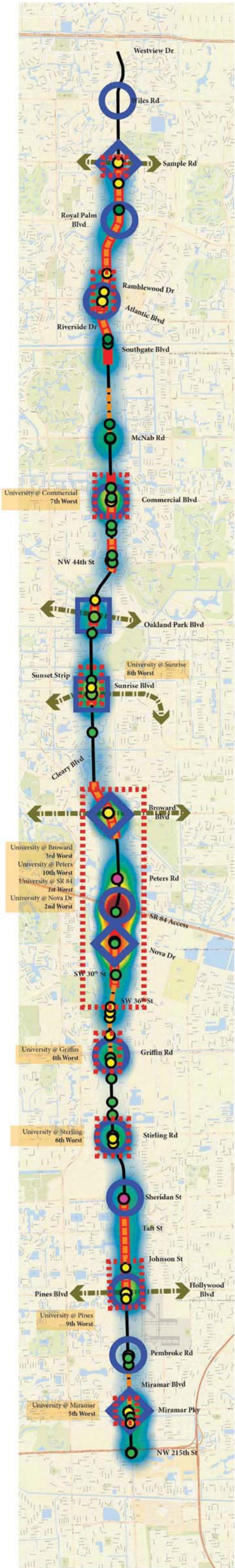
Portions of the University Drive Corridor characterized by large and newer properties with commercial land uses



Community "Center" Character District

Portions of the University Drive Corridor characterized by a mix of uses and intersecting streets within the core area of a University Drive community

Pedestrian/Bicycle Issues

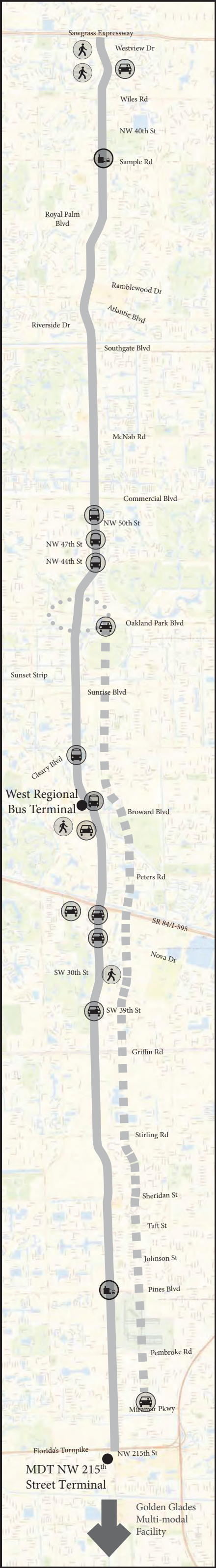






Legend

-  Missing Sidewalks
-  Pedestrian Crash Cluster
Locations where multiple pedestrian/automobile crashes have occurred.
-  Bicycle Crash Cluster
Locations where multiple bicycle/automobile crashes have occurred.
-  Missing Bike Lanes
-  Highest Bus Transfer Activity
-  Highest Intersections & Areas of Congestion within the Corridor
-  Pedestrian & Bicycle Fatalities
Locations of pedestrian & bicycle fatalities over a 5-year period within the University Drive Corridor.
-  Automobile-Only Fatalities
Locations of Automobile related fatalities over a 5-year period within the University Drive Corridor.
-  Crash Frequency (Total Crashes between 2007-2011)
Frequency of automobile crashes (all types) over a 5-year period within the University Drive Corridor.
Source: FDOT Crash Analysis Reporting System

Broward MPO 2035 LRTP Mobility Hubs

-  Community Hub
-  Anchor Hub
-  Gateway Hub



Silver Alternative (No Build)	
 Bicycle and Pedestrian Strategies	 CMS Strategies
Construct and improve crosswalks, sidewalks, ramps, and driveways on University Drive between NW 40th Street & Sawgrass Expressway	Corridor-wide communication and traffic signal system upgrade
Improve roadway lighting and landscape between NW 40th Street & Sawgrass Expressway	Add lanes at the following locations:
Construct midtown east-west greenway from One University Drive to County Library Complex	University Drive between NW 40th Street and Sawgrass Expressway (4-lanes to 6-lanes)
	Nova Drive east & west of University Drive
	SW 39th Street east of University Drive
Add missing bike lane/sidewalk on SW 30th between University Drive & College Avenue	Extend I-595 NB auxiliary lane to Nova Drive
 Transit Strategies	On Oakland Park Boulevard: Dual WB right turn lanes
Existing frequencies on Route 2 & 102	Realign Federated Road/Perimeter Road and reroute Community Transit Shuttle from Broward Boulevard to University Drive
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day	Install additional overhead cantilever sign for I-595 north of Nova Drive
Route 102: Weekday Peak Hours Only - Every 30 Minutes	Advanced Traffic Management (ATMS) implementation from Miramar Parkway to Oakland Park Boulevard
Easycard in all BCT buses	Signal retiming and phasing changes between SR 84 and Nova Drive
Bus Island at Oakland Park Boulevard WB	Reconfiguration and retiming at Costco driveway
West Regional Terminal Upgrades	Regional Dispatch Operations for Incident Management
 Mobility Hubs	
Passenger real-time arrival information (available on electronic devices and at key terminals)	Gateway Hub at Sample Road & University Drive
Install bus shelters and improve bus stops at:	Pines Boulevard & University Drive
North of NW 50th Street NB (Bus Stop ID: 191)	
North of NW 47th Street NB & SB (Bus Stop ID: 189)	
North of NW 44th Street NB (Bus Stop ID: 3934)	
MDT 295 Express from 215th Street Terminal to Downtown Miami (15-minute service in peak)	
NW 27th Avenue Enhanced Bus (10-minute service in peak; 20-minute service in off peak)	

Legend



Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies



ATMS



Bus Island Location

Location Specific Improvements

Bicycle & Pedestrian Improvement

Transit Improvement

CMS Improvement



Orange Alternative

Bicycle and Pedestrian Strategies

Complete sidewalk network corridor-wide as noted below:

6' Minimum clear sidewalk

3' Minimum buffer between back of curb and sidewalk

ADA compliant curb ramps at all intersections

Pedestrian crosswalks along and across University Drive at all intersections (signalized and unsignalized). Install zebra crosswalks where standards permit.

Pedestrian signals with adequate walk time [(Minimum Walk Time: 4 seconds) + (Crossing Distance in FT)] / (3.5 ft/s)

Reduce signal cycle length (to 130 seconds) and related adjustments including:

Modify signal phasing at select locations

Install pedestrian refuge features within the existing median at the Griffin Rd intersection

Transit Strategies

Existing frequencies on Route 2 & 102

Route 2: Weekday Peak Hours - Every 20 Minutes
Weekday Non-Peak Hours - Every 30 Minutes
Saturday – Every 30 Minutes All Day
Sunday – Every 60 Minutes All Day

Route 102: Weekday Peak Hours Only - Every 30 Minutes

Change frequencies on Route 2 & 102

Split Route 2 at West Regional Terminal

Route 2: Weekday Peak Hours - Every 20 Minutes
Weekday Non-Peak Hours - Every 20 Minutes
Saturday – Every 30 Minutes All Day
Sunday – Every 45 Minutes All Day

Route 102: Weekday Peak Hours Only - Every 30 Minutes

NOTE: Improvements in Orange will be located within the existing right-of-way.

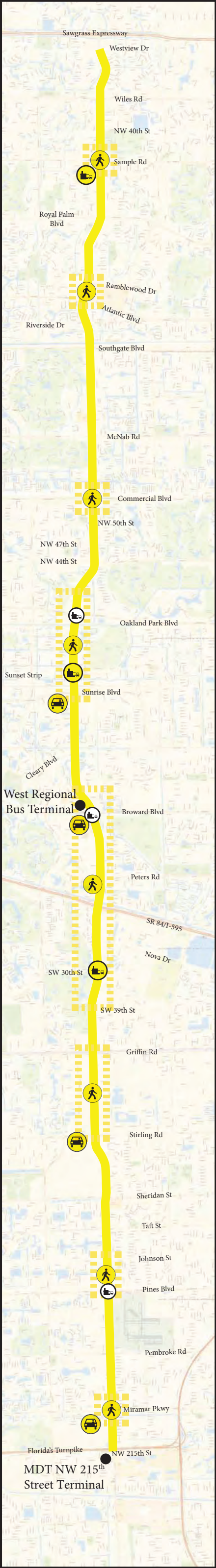
CMS Strategies

Corridor-wide signal retiming and synchronization

NOTE: Improvements in Orange will be located within the existing right-of-way.



Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies



Yellow Alternative

Bicycle and Pedestrian Strategies

All strategies from Orange Alternative

Complete sidewalk network within a ¼ mile buffer of University Drive

Complete bicycle network within ½ mile buffer of University Drive

Implement bicycle and pedestrian treatments in pedestrian/bicycle activity areas:

Activity Area #1:	Sample Road
Activity Area #2:	Ramblewood Boulevard through Atlantic Boulevard
Activity Area #3:	Commercial Boulevard
Activity Area #4:	Springtree Boulevard through Sunrise Drive
Activity Area #5:	Park Center Lane through SW 36 th Street
Activity Area #6:	Griffin Road through Stirling Road
Activity Area #7:	Johnson Street through Pines Boulevard
Activity Area #8:	Miramar Parkway

In these activity areas, implement the following site specific treatments:

Install speed-appropriate bicycle network along University Drive ^l	
Consolidate & narrow driveways	
Evaluate reducing the curb radii at locations where the radius is greater than 50 feet	
NW 2nd Street (NW corner) Broward Blvd (SE corner) Peters Rd (SE corner)	
Evaluate implementing signalized mid-block crossings at the following locations:	
NW 27th Place Between Broward Blvd and Federated Road SW 13th Place Between SW 30th St and Nova Dr Between Griffin and Stirling (2 signals) NW 3rd Street	
Install pedestrian scale lighting	
Plant tree buffers between curbs and sidewalks in coordination with Cities	
Evaluate removal of right turn lanes at the following locations:	
Activity Area #2:	Ramblewood Drive (NB,SB,EB) Coral Square Plaza (NB, SB) Atlantic Boulevard (NB,EB)
Activity Area #3:	Commercial Boulevard (SB,EB)
Activity Area #4:	Springtree Drive (NB) NW 27th Place (Emergency Signal) (SB) Sunset Strip (WB) Sunrise Boulevard (EB)
Activity Area #5:	NW 3rd Street / Park Center Lane (SB,EB) NW 2nd Street (SB, EB) Broward Boulevard (SB) SW Hortense Lane (SB,EB) Peters Road (SB,WB) Kolsky Boulevard / S 1900 Block (SB,EB,WB*) SW 23rd Street / S 2300 Block (SB) Nova Drive (NB,SB,EB,WB*)
Activity Area #6:	Griffin Rd (WB)
* Reduce number of right-turn lanes from 2 to 1	

^lThe speed-appropriate bicycle network would be comprised of a 6’ buffered bike lane (with a 3’ buffer between the travel lanes and bike lanes) or a 10’ multi-use path on both or one side of the roadway (separated from the travel lanes). The configuration will be dependent upon the ability to obtain additional right-of-way.

Transit Strategies

Existing frequencies on Route 2 & 102

Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day

Route 102: Weekday Peak Hours Only - Every 30 Minutes

Change frequencies on Route 2 & 102

Split Route 2 at West Regional Terminal

Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 20 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day

Route 102: Weekday Peak Hours Only - Every 30 Minutes

Move bus stops closer to intersections at multiple locations along the corridor

Add 35 bus shelters at identified locations along the corridor

Add 16 benches at identified locations along the corridor


Add 4 pads at identified locations along the corridor

Mobility Hubs

Gateway Hub at Sample Road & University Drive (Funded)

Anchor Hub at 30th Street & University Drive

Community Hub at Sunset Strip & University Drive

 Hubs planned under separate study:
Oakland Park Boulevard & University Drive
Broward Boulevard & University Drive
Pines Boulevard & University Drive (Funded)

CMS Strategies

All Strategies from Orange Alternative

Extend left turn lanes at the following intersections

Sunrise Boulevard (SB)
Broward Boulevard (SB)
Stirling Road (NB, SB)
Miramar Parkway (SB)






Legend

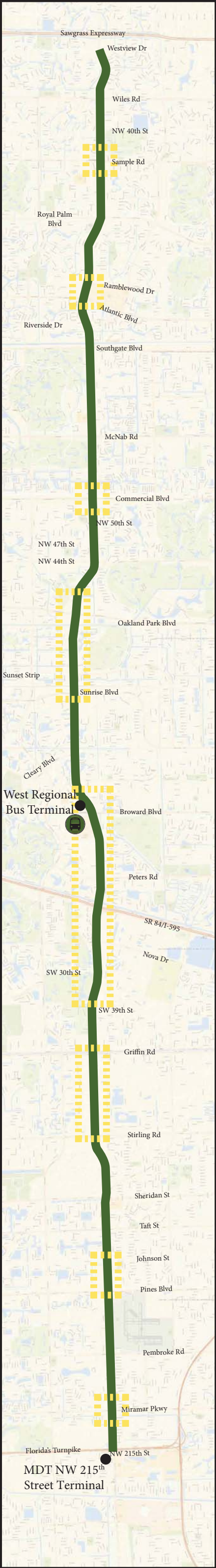





Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies

Specific Bike/Ped Activity Areas

Location Specific Improvements

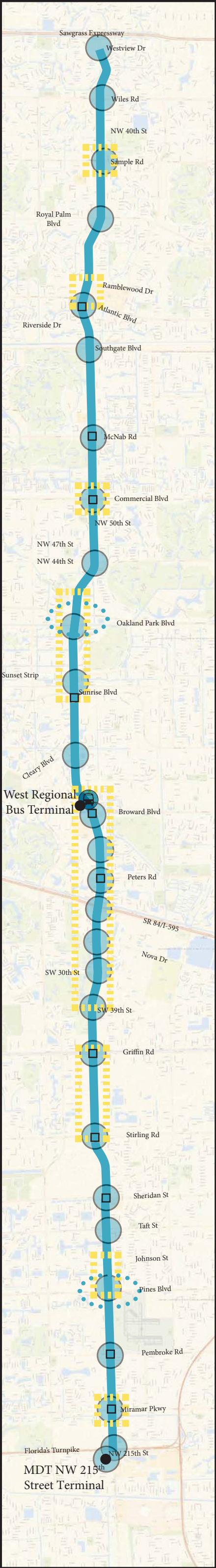
-  Bicycle & Pedestrian Improvement
-  Transit Improvement
-  Mobility Hub Location
-  Mobility Hub Location (via other studies)
-  CMS Improvement




Green Alternative	
 Bicycle and Pedestrian Strategies	 Mobility Hubs
All strategies from Yellow Alternative	All strategies from Yellow Alternative
 Transit Strategies - Future Baseline Transit	 CMS Strategies
All strategies from Yellow Alternative	All strategies from Yellow Alternative
<hr/>	
Existing frequencies on Route 2 & 102	
<hr/>	
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day	
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Route 102: Weekday Peak Hours Only - Every 30 Minutes	
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Change frequencies on Route 2 & 102	
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Split Route 2 at West Regional Terminal	
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Route 2: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day	
<hr/>	
Route 102: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes	
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Corridor-wide transit signal priority	
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Mobile ticketing	

Legend


Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies		Location Specific Improvements	
			Transit Improvement
	Specific Bike/Ped Activity Areas		




Blue Alternative

**Bicycle and Pedestrian Strategies**


All Strategies from Yellow Alternative

**Transit Strategies - Enhanced Bus Operating in Mixed Traffic**

All Strategies from Yellow Alternative

**Mobility Hubs**

All Strategies from Yellow Alternative

**CMS Strategies**

All Strategies from Yellow Alternative

Existing frequencies on Route 2 & 102
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day
Route 102: Weekday Peak Hours Only - Every 30 Minutes

Change frequencies on Route 2 & 102
Split Route 2 at West Regional Terminal
Route 2: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day
Route 102: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 20 Minutes

Corridor-wide transit signal priority
Mobile ticketing
Bus Islands at the following intersections (based on high transfers and existence of right-turn lanes):
Pines Boulevard
Oakland Park Boulevard

Enhanced Bus Stations at locations with symbol
Queue jumps at the following locations:
Atlantic Boulevard (SB)
McNab Road (NB,SB)
Commercial Boulevard (NB)
Sunrise Boulevard (NB,SB)
Broward Boulevard (NB)
Peters Road (NB)
Griffin Road (NB,SB)
Stirling Road (NB,SB)
Sheridan Street (NB,SB)
Pembroke Road (NB,SB)
Miramar Parkway (NB,SB)

Relocate bus stops at intersections with queue jumps
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Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies


Specific Bike/Ped Activity Areas

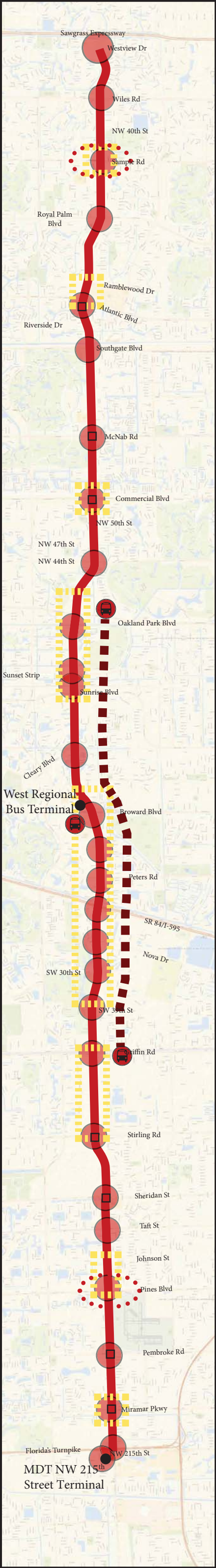
Bus Island Location




Enhanced Bus Station

Queue Jump Locations

Location Specific Improvements

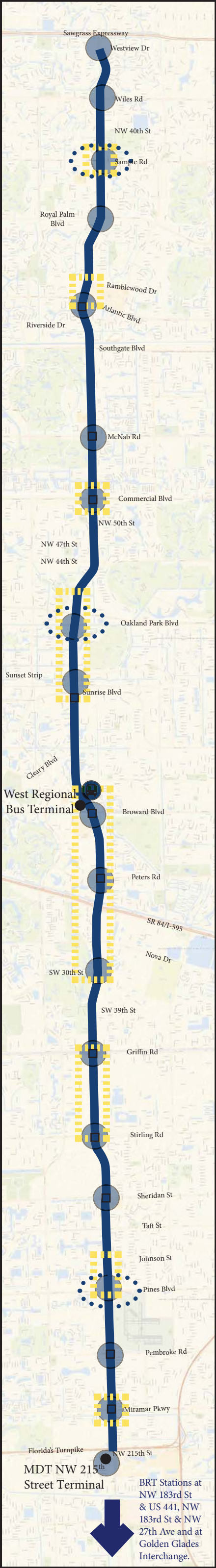
**Transit Improvement**



Red Alternative	
 Bicycle and Pedestrian Strategies	 Mobility Hubs
All Strategies from Yellow Alternative	All Strategies from Yellow Alternative
Reduce signal cycle length (to 130 seconds) and modify signal phasing at select locations	
 Transit Strategies - Enhanced Bus Operating in Outside Curb Lane as BAT Lane	 CMS Strategies
All Strategies from Yellow Alternative	All Strategies from Yellow Alternative
Existing frequencies on Route 2 & 102	
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day	
Route 102: Weekday Peak Hours Only - Every 30 Minutes	
Change frequencies on Route 2 & 102	
Split Route 2 at West Regional Terminal	
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 20 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day	
Route 102: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 20 Minutes Weekends – Every 30 minutes	
Corridor-wide transit signal priority	
Mobile ticketing	
BAT lanes in existing curb lanes (from Oakland Park Boulevard to Griffin Road)	
Bus Islands at the following intersections:	
Sample Road (SB Only)	
Pines Boulevard	
Enhanced Bus Stations at locations with symbol	
Queue jumps at the following locations:	
Atlantic Boulevard (SB)	
McNab Road (NB,SB)	
Commercial Boulevard (NB)	
Stirling Road (NB,SB)	
Sheridan Street (NB,SB)	
Pembroke Road (NB,SB)	
Miramar Parkway (NB,SB)	
Relocate bus stops at intersections with queue jumps	

Legend

Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies		Location Specific Improvements	
			Transit Improvement
	Proposed BAT Lanes		
	Specific Bike/Ped Activity Areas		
	Bus Island Location		
	Enhanced Bus Station		
	Queue Jump Locations		



Indigo Alternative

Bicycle and Pedestrian Strategies

All Strategies from Yellow Alternative

Transit Strategies - Bus Rapid Transit (BRT) Operating in Mixed Traffic

All Strategies from Yellow Alternative

Mobility Hubs

All Strategies from Yellow Alternative

CMS Strategies

All Strategies from Yellow Alternative

Existing frequencies on Route 2 & 102
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day
Route 102: Weekday Peak Hours Only - Every 30 Minutes
Change frequencies on Route 2 & 102
Split Route 2 at West Regional Terminal
Route 2: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day
Route 102: Weekday Peak Hours - Every 15 Minutes Weekday Non-Peak Hours - Every 15 Minutes
Corridor-wide transit signal priority
Mobile ticketing
New Bus Fleet (with level boarding and on-board bike racks)
Full scale branding
Off-board fare payment
BRT Bus Stations at locations with symbol
Bus Islands at the following intersections:
Sample Road (SB Only)
Oakland Park Boulevard
Pines Boulevard
Queue jumps at the following locations:
Atlantic Boulevard (SB)
McNab Road (NB & SB)
Commercial Boulevard (NB)
Sunrise Boulevard (NB & SB)
Broward Boulevard (NB)
Peters Road (NB)
Griffin Road (NB & SB)
Stirling Road (NB & SB)
Sheridan Street (NB & SB)
Pembroke Road (NB & SB)
Miramar Parkway (NB & SB)
Relocate bus stops at intersections with queue jumps

Legend

Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies

Specific Bike/Ped Activity Areas

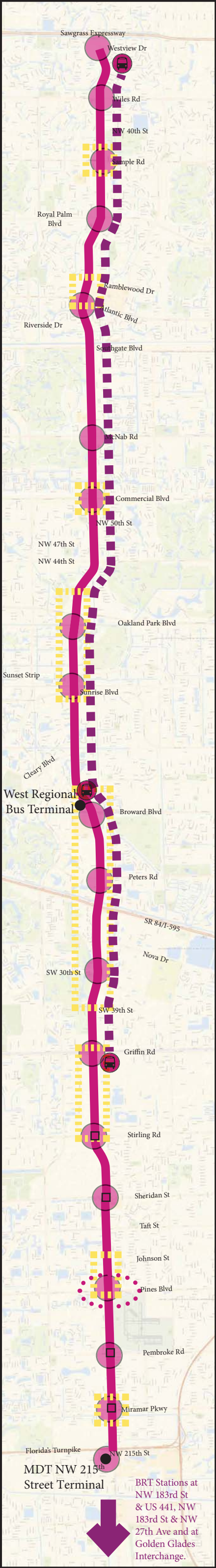
Bus Island Location





BRT Bus Station

Queue Jump Locations

Location Specific Improvements

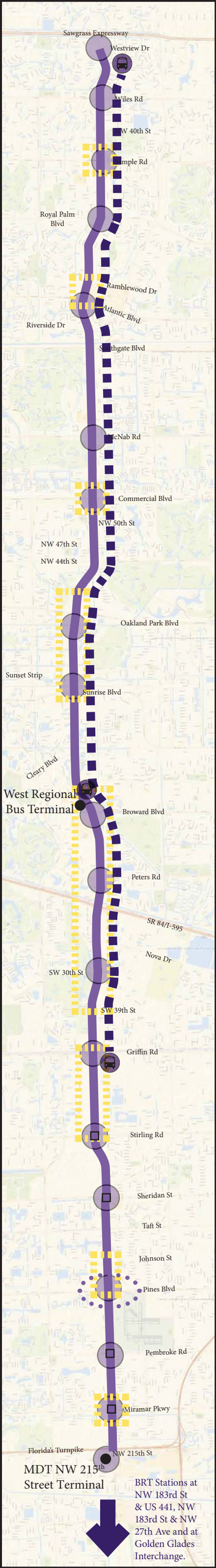
Transit Improvement







Magenta Alternative	
 Bicycle and Pedestrian Strategies	 Mobility Hubs
All Strategies from Yellow Alternative	All Strategies from Yellow Alternative
Reduce signal cycle length (to 130 seconds) and modify signal phasing at select locations	 CMS Strategies
 Transit Strategies - Bus Rapid Transit (BRT) in Outside Curb Lane as BAT Lane (From Westview Drive to Griffin Road)	All Strategies from Yellow Alternative
All Strategies from Yellow Alternative	
Existing frequencies on Route 2 & 102	
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day	
Route 102: Weekday Peak Hours Only - Every 30 Minutes	
Change frequencies on Route 2 & 102	
Split Route 2 at West Regional Terminal	
Route 2: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day	
Route 102: Weekday Peak Hours - Every 15 Minutes Weekday Non-Peak Hours - Every 15 Minutes Weekends – Every 30 minutes	
Corridor-wide transit signal priority	
Mobile ticketing	
New Bus Fleet (with level boarding and on-board bike racks)	
Full scale branding	
Off-board fare payment	
BRT Bus Stations at locations with symbol	
Bus Islands at the following intersections:	
Pines Boulevard	
Queue jumps at the following locations:	
Stirling Road (NB & SB)	
Sheridan Street (NB & SB)	
Pembroke Road (NB & SB)	
Miramar Parkway (NB & SB)	
Relocate bus stops at intersections with queue jumps	

Legend

Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies	Location Specific Improvements	
		Transit Improvement
	BRT in Outside Curb BAT Lane	
	Specific Bike/Ped Activity Areas	
	Bus Island Location	
	BRT Bus Station	
	Queue Jump Locations	



Violet Alternative	
 Bicycle and Pedestrian Strategies	 Mobility Hubs
All Strategies from Yellow Alternative	All Strategies from Yellow Alternative
Reduce signal cycle length (to 140 seconds) and modify signal phasing at select locations	 CMS Strategies
 Transit Strategies - Bus Rapid Transit (BRT) in New Curb Lane as BAT Lane (From Westview Drive to Griffin Road)	All Strategies from Yellow Alternative
All Strategies from Yellow Alternative	
New lane as BAT Lane from Westview Drive to Griffin Road	
Existing frequencies on Route 2 & 102	
Route 2: Weekday Peak Hours - Every 20 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 60 Minutes All Day	
Route 102: Weekday Peak Hours Only - Every 30 Minutes	
Change frequencies on Route 2 & 102	
Split Route 2 at West Regional Terminal	
Route 2: Weekday Peak Hours - Every 30 Minutes Weekday Non-Peak Hours - Every 30 Minutes Saturday – Every 30 Minutes All Day Sunday – Every 45 Minutes All Day	
Route 102: Weekday Peak Hours - Every 15 Minutes Weekday Non-Peak Hours - Every 15 Minutes Weekends – Every 30 minutes	
Corridor-wide Transit signal priority	
Mobile ticketing	
New Bus Fleet (with level boarding and on-board bike racks)	
Full scale branding	
Off-board fare payment	
BRT Bus Stations at locations with symbols	
Bus Islands at the following intersections:	
Pines Boulevard	
Queue jumps at the following locations:	
Stirling Road (NB & SB)	
Sheridan Street (NB & SB)	
Pembroke Road (NB & SB)	
Miramar Parkway (NB & SB)	
Relocate bus stops at intersections with queue jumps	

Legend



Corridor-Wide Bicycle, Pedestrian, Transit, and CMS Strategies



BRT in New Curb BAT Lane



Specific Bike/Ped Activity Areas



Bus Island Location



Transit Station



Queue Jump Locations

Location Specific Improvements



Transit Improvement

APPENDIX B

**Locally Preferred Alternative
Project Table by Municipality**



UNIVERSITY DRIVE MOBILITY IMPROVEMENTS PLANNING STUDY

LPA Project List Feedback

Draft: 01/05/2015

Prepared For:

broward **MPO**
metropolitan planning organization

1.0 INTRODUCTION

The University Drive Study's LPA was approved in September 2014 by the MPO Board. In February 2015, the study team will be going back to the Board with an action on the final document and list of recommended projects.

In late October, the Project Advisory Committee (PAC) received the draft documentation for review and commenting. In late November 2014, a revised final draft list of projects related to the LPA approval was sent to the PAC and City Managers for review and commenting. As part of the review, the MPO also offered each municipality the option of individual Commission Meeting presentations or other formats of follow-up as deemed appropriate.

2.0 FEEDBACK

Feedback was received from each PAC member, with Coral Springs and Plantation requesting extra time for review. In general, the PAC members generally supported the proposed improvements located on the corridor. Bike lanes off of the corridor were also supported. However, several municipalities expressed concern over potential right-of-way issues and land ownership issues that the proposed off-corridor sidewalk improvements may carry. A more detailed description from each PAC member follows:

Broward County

None of the improvements were located in Unincorporated Broward County. However, the County did make a point to show its support for the projects based on their comprehensiveness and potential to enhance the corridor.

Broward County Transit

Broward County Transit (BCT) had a number of comments about transit related projects throughout the corridor. The following key items were highlighted:

- The proposed Breeze service (30 min. all day) and the split of Rt. 2 at the West Regional Terminal (WRT) remain unfunded at this time. However, BCT has been able to fund the "Yellow" Alternative which will have Rt. 2 running at 20-min. most of the day. This service starts in March of 2015.
- All bus shelter or bus bench improvements will require new or updated Interlocal Agreements that stipulate that each respective municipality will agree to maintain and keep clean each shelter/shelter area/bench. BCT's current shelter maintenance agreements with these municipalities do not include the proposed projects listed here and would require this additional maintenance commitment from the municipalities. Upon review of the list, some bus shelters were found to have already been built.
- BCT questioned what Enhanced Bus Stations entail. It will be necessary to follow up with them. For the purposes of this project, Enhanced Bus Stations refer to premium stations that support premium bus transit. While the amenities would be determined in the future, options can include branded shelters, real-time information displays, off-board ticketing stations, and other amenities not found at other shelters.

- In a few locations, Hubs are listed as projects. BCT is curious as to what these projects will become and where the funding is intended to come from.
- In many areas, there are questions as to whether there is enough right-of-way to build some of the improvements.
- In some areas where moving a bus stop was suggested, BCT stated that the bus stop was either already close enough to the intersection or needed to remain where it was for a variety of reasons.

Coral Springs

Coral Springs generally supports the projects in the spreadsheet. However, the City requested an extension until January 2nd to review the spreadsheet in detail.

Plantation

Plantation generally supports the projects in the spreadsheet. However, the City did have comments regarding several of the recommendations and requested an extension to review the spreadsheet in further detail. The following general comments were made:

- Several projects had errors in the location descriptions. For example, in some cases, State Road numbers were used as opposed to local names (like Pine Island Road). The comments provided focus mainly on off corridor projects, and in some cases recommend the extension of such projects.
- The City highlighted several off corridor bicycle lane projects where multi-use paths are already in existence. These projects should be removed.
- The City recommended coordination with BCT regarding the proposed bus shelter projects, as four of them are already included in a project administered by BCT.
- There are several project types with which the City wishes to exercise caution. These include queue jumps due to their impact on traffic and any project that impacts private right of way.
- The City feels that the pedestrian scale lighting project is underestimated in need. The City feels that the project should be extended all the way to Cleary Blvd and continue to the southern City limits, as the City anticipates higher pedestrian activity in this whole stretch. If this is done, it may be necessary to extend other pedestrian improvements in this area as well. The City requests that the project team look to the pedestrian scale lighting along SR 7 in Plantation as an example.

Davie

The Town of Davie generally supports the projects along University Drive. However, it generally wishes to exclude any project that requires the acquisition of right-of-way to install sidewalks and similar improvements on private property (such as shopping centers and residential communities). The Town feels that the benefit is insufficient when compared to the required resources. Additionally, the Town opposes any project that involves the elimination of vehicular turn lanes, as it feels there will be unacceptable impacts to traffic level of service.

Lauderhill

Lauderhill supports the projects identified.

Miramar

Miramar supports all projects in the spreadsheet. It had the following requests for additional projects:

- Build a pedestrian bridge over the canal between Miramar Blvd and Utopia Drive to create better connectivity.
- Residents have requested a separate left turn phase at the signal at University Drive and Riviera Boulevard.
- Extend the proposed off-corridor bike lane along Miramar Parkway to Florida's Turnpike.

Pembroke Pines

Pembroke Pines supports the projects identified.

Sunrise

The City of Sunrise generally supports the projects listed; however, it had the following comments:

- The City does not support the removal of the west bound right turn lane at Sunset Strip, the south bound right turn lane at NW 27 Place, and the north bound right turn lane at Springtree Drive.
- The City is generally in agreement with the proposed 6-foot sidewalk and 3-foot buffer along the University Drive corridor but has concerns that portions of the corridor lack sufficient right of way to accommodate the proposed improvements. Further assessment and evaluations of the impacts on private properties will be required prior to implementation.
- Each of the proposed off-corridor sidewalk improvements will require further assessment and evaluation prior to implementation to determine the impacts to private properties.

Tamarac

Tamarac supports the projects identified provided that the City is consulted during the design process.

Other Cities

Parkland, Margate, Hollywood, Cooper City and Miami Gardens did not have projects fall directly within their jurisdiction. No additional comments were received from them on this particular round of review.

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1	All	N/A	N/A	University Drive	All signals corridor wide	All signals corridor wide	N/A	Transit Operations	On-time performance	Corridor-wide transit signal priority
2	All	N/A	N/A	University Drive	Corridor-wide	Corridor-wide	N/A	Transit Amenities	Pass or cash payment	Mobile ticketing
3	All	N/A	N/A	University Drive	West Regional Terminal	West Regional Terminal	N/A	Transit Operations	On-time performance	Split Route 2 at West Regional Terminal
4	All	N/A	N/A	University Drive	Corridor-wide	Corridor-wide	N/A	Transit Operations	Weekday Peak-Hours: Every 20 Minutes; Weekday Non-Peak Hours: Every 30 Minutes;	Operate Route 2 with the following frequencies: Weekday and Saturday – Every 30 Minutes; Sunday – Every 45
5	All	N/A	N/A	University Drive	Corridor-wide	Corridor-wide	N/A	Transit Operations	Weekday Peak Hours Only - Every 30 Minutes	Operate Route 102 with the following frequencies: Weekday – Every 30 Minutes
6	All	N/A	N/A	University Drive	All signals corridor wide	All signals corridor wide	N/A	Traffic Operations	Inadequate walk times in several locations	Provide adequate walk time
7	All	N/A	N/A	University Drive	All signals corridor wide	All signals corridor wide	N/A	Traffic Operations	High cycle length in off-peak periods	Reduce signal cycle length (to 130 seconds)
8	All	N/A	N/A	University Drive	All signals corridor wide	All signals corridor wide	N/A	Traffic Operations	Congestion	Corridor-wide signal retiming and synchronization
9	Coral Springs	N/A	N/A	University Drive	Sample Road	Within activity area vicinity	Surrounding area	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
10	Coral Springs	N/A	N/A	University Drive	Sample Road	Sample Road	Surrounding area	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
11	Coral Springs	N/A	N/A	University Drive	Sample Road	Sample Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
12	Coral Springs	N/A	N/A	University Drive	Sample Road	Sample Road	Surrounding area	Access Management	Curb cuts	Consolidate & narrow driveways
13	Coral Springs	3	2-38	Brokenwood Drive	Sample Road	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
14	Coral Springs	3	2-41	Thunderbird Drive	Sample Road	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
15	Coral Springs	3	3.00	Coral Hills Drive	Wiles Road	NW 28th Street	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
16	Coral Springs	3	2-42	NW 33rd Street	NW 94th Avenue	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
17	Coral Springs	3	2-43	NW 90th Ave	NW 32nd Street	Sample Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
18	Coral Springs	N/A	N/A	University Drive	Atlantic Boulevard	Atlantic Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
19	Coral Springs	5	4-84	W. Atlantic Boulevard	Atlantic Boulevard	Ramblewood Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
20	Coral Springs	5	4-85	W. Mall Access Road	Atlantic Boulevard	West Mall Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
21	Coral Springs	5	4-86	Mall Access Road	University drive	W. Atlantic Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
22	Coral Springs	5	10.00	W Atlantic Blvd	Harbor Inn Terrace	Shopping Center Entrance	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
23	Coral Springs	5	4-88	NW 99th Terrace	NW 6th Street	W. Atlantic Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
24	Coral Springs	N/A	N/A	University Drive	Ramblewood Drive	Atlantic Boulevard	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
25	Coral Springs	N/A	N/A	University Drive	Ramblewood Drive	Atlantic Boulevard	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
26	Coral Springs	N/A	N/A	University Drive	Ramblewood Drive	Atlantic Boulevard	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
27	Coral Springs	4	9.00	Ramblewood Dr	NW 16th Court	East of Mall Access Road	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
28	Coral Springs	5	4-87	W. Atlantic Boulevard	Driveway to Ramblewood Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
29	Coral Springs	3	2-40	NW 36th Court	East of Brokenwoods Drive	East of Brokenwoods Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
30	Coral Springs	3	5.00	Sample Road	University Drive	NW 99th Way	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
31	Coral Springs	3	2-50	NW 92nd Ave	Royal Palm Boulevard	NW 31st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
32	Coral Springs	N/A	N/A	University Drive	NW 20th Street	NW 20th Street	NB	Transit Amenities	Missing amenity	Add bus shelter
33	Coral Springs	N/A	N/A	University Drive	NW 20th Street	NW 20th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
34	Coral Springs	N/A	N/A	University Drive	NW 20th Street	NW 20th Street	NB	Transit Amenities	Missing amenity	Add bench
35	Coral Springs	N/A	N/A	University Drive	NW 20th Street	NW 20th Street	SB	Transit Amenities	Missing amenity	Add bench
36	Coral Springs	N/A	N/A	University Drive	Royal Palm Boulevard	Royal Palm Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
37	Coral Springs	N/A	N/A	University Drive	NW 16th Street	NW 16th Street	NB	Transit Amenities	Missing amenity	Add bus shelter
38	Coral Springs	N/A	N/A	University Drive	NW 16th Street	NW 16th Street	NB	Transit Amenities	Missing amenity	Add bench
39	Coral Springs	3	2-37	NW 38th Drive	Brokenwoods Drive	Hampshire Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
40	Coral Springs	3	7.00	NW 28th St	NW 99th Lane	Forest Hills Boulevard	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
41	Coral Springs	3	2-44	Coral Falls	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
42	Coral Springs	3	2-45	Coral Falls	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
43	Coral Springs	3	2-46	NW 27th Court	East of Coral Hills Drive	East of Coral Hills Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
44	Coral Springs	3	2-47	NW 27th Street	East of Coral Hills Drive	East of Coral Hills Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
45	Coral Springs	3	2-48	NW 95th TER	NW 25th Court	NW 26th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
46	Coral Springs	3	2-49	NW 27th Place	East of NW 91st Ave	East of NW 91st Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
47	Coral Springs	3	2-51	NW 25th Court	University Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
48	Coral Springs	3	2-55	NW 94 Ave	Royal Palm Boulevard	NW 31st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
49	Coral Springs	3	2-56	NW 96th Way	NW 24th Court	NW 25th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
50	Coral Springs	3	2-57	NW 95th TER	NW 23rd Street	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
51	Coral Springs	3	2-58	NW 23rd Street	NW 95th Terrace	NW 95th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
52	Coral Springs	3	2-59	NW 28th Street	University Drive	East of NW 91st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
53	Coral Springs	3	2-60	NW 33rd Street	East of NW 90th Ave	East of NW 90th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
54	Coral Springs	3	2-61	NW 32nd Street	NW 89th Way	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
55	Coral Springs	3	2-62	NW 91st Ave	NW 28th Street	NW 31st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
56	Coral Springs	3	2-63	NW 31st Court	University Drive	NW 91st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
57	Coral Springs	3	2-64	NW 95 Ave	Royal Palm Boulevard	NW 31st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
58	Coral Springs	3	4.00	NW 95th Ave	Royal Palm Boulevard	NW 28th Street	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
59	Coral Springs	3	8.00	Royal Palm Blvd	NW 99th Avenue	NW 86th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
60	Coral Springs	4	3-52	NW 24th Court	NW 91st Avenue	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
61	Coral Springs	4	3-53	NW 23rd Place	NW 91st Avenue	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
62	Coral Springs	4	3-54	NW 23rd Street	NW 91st Avenue	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
63	Coral Springs	4	3-65	NW 13th Place/NW 93rd Terrace	NW 13th Place	NW 21st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
64	Coral Springs	4	3-66	NW 21st Street	University Drive	NW 91st lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
65	Coral Springs	4	3-67	NW 20th Manor	NW 20th Street	NW 90th Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
66	Coral Springs	4	3-68	Coquina Way	Cul-de-sac	Cul-de-sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
67	Coral Springs	4	3-69	NW 18th Court	East of 93rd Terrace	East of 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
68	Coral Springs	4	3-70	NW 17th Street	East of 93rd Terrace	East of 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
69	Coral Springs	4	3-71	NW 92nd Circle	NW 17th Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
70	Coral Springs	4	3-72	NW 16th Street	East of 93rd Terrace	East of 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
71	Coral Springs	4	3-73	NW 15th street	East of 93rd Terrace	East of 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
72	Coral Springs	4	3-74	NW 14th Court	East of 93rd Terrace	East of 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
73	Coral Springs	4	3-75	NW 94th Way	NW 13th Place	NW 20th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
74	Coral Springs	4	3-76	NW 19th Street	NW 18th Street	NW 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
75	Coral Springs	4	3-77	Maplewood Terrace/Drive/Way	North of NW 19th Street	North of NW 19th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
76	Coral Springs	4	3-78	Maplewood Drive	Maplewood Way	Maplewood Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
77	Coral Springs	4	3-79	NW 97th Terrace	Shadow Wood Boulevard	NW 19th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
78	Coral Springs	4	3-80	NW 97th Ave	Shadow Wood Boulevard	NW 19th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
79	Coral Springs	4	3-81	NW 16th street	NW 100th Drive	NW 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
80	Coral Springs	4	3-82	Shadow Wood Boulevard	NW 97th Terrace	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
81	Coral Springs	4	3-83	NW 97th Drive	North of Ramblewood Drive	North of Ramblewood Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
82	Coral Springs	5	4-111	NW 5th Court	NW 98th Terrace	NW 97th Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
83	Coral Springs	5	4-112	NW 99th Terrace	NW 5th Court	NW 3rd Man	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
84	Coral Springs	5	4-113	NW 3rd Manor	NW 98th Terrace	NW 97th Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
85	Coral Springs	5	4-114	NW 5th Street	Shadowwood Lane	NW 5th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
86	Coral Springs	5	4-115	NW 95th Ter	NW 4th Street	NW 5th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
87	Coral Springs	5	4-116	NW 4th Street	NW 95th Terrace	NW 93rd Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
88	Coral Springs	5	4-117	NW 94th Way	NW 4th Street	NW 5th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
89	Coral Springs	5	11.00	Riverside Drive	NW 101st Terrace	South of Atlantic Boulevard	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
90	Coral Springs	5	4-102	NW 2nd Street	NW 2d Place t	NW 93rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
91	Coral Springs	5	4-103	Now 94th Way	NW 2nd Street t	NW 3rd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
92	Coral Springs	5	4-104	NW 93rd Ave	NW 2nd Street t	NW 4th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
93	Coral Springs	5	4-105	NW 1st Manor	NW 98th Way t	NW 97th Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
94	Coral Springs	5	4-106	NW 98th Way	NW 1st Manor	NW 2nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
95	Coral Springs	5	4-107	NW 97th Way	NW 1st Manor	Riverside Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
96	Coral Springs	5	4-108	NW 97th Terrace	NW 1st Manor	NW 2nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
97	Coral Springs	5	4-94	NW 95th Lane/NW 1st Street	SW 1st Place	NW 1st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
98	Coral Springs	5	4-95	NW 93rd Terrace	SW 1st Place	NW 1st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
99	Coral Springs	5	4-96	SW 1st Place	SW 95th Lane	NW 93rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
100	Coral Springs	5	4-97	NW 94th way	SW 1st Place	NW 1st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
101	Coral Springs	5	4-98	NW-SW 98th Lane	South of NW 1st Place	South of NW 1st Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
102	Coral Springs	5	4-99	NW 1st Place	NW 98th Lane	NW 96th Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
103	Coral Springs	5	4-100	NW 96th Lane	South of NW 1st Place	South of NW 1st Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
104	Coral Springs	5	4-101	SW 97th Terrace	South of SW 1st Court	South of SW 1st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
105	Coral Springs	5	4-109	NW 2nd Street	NW 98th Way	NW 97th Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
106	Coral Springs	5	4-110	NW 97th Lane	NW 5th Court	NW 3rd Manor	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
107	Coral Springs	3	137-572	University Drive	NW 33rd Street	NW 33rd Street	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint Crosswalk
108	Coral Springs	3	133-563	University Drive	Shopping Center Entrances 1	Shopping Center Entrances 1	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
109	Coral Springs	3	139-578	University Drive	W Sample Road	W Sample Road	WB leg	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
110	Coral Springs	3	139-577	University Drive	W Sample Road	W Sample Road	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
111	Coral Springs	3	138-573	University Drive	W Sample Road	NW 33rd Street	SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
112	Coral Springs	3	137-571	University Drive	NW 33rd Street	NW 33rd Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
113	Coral Springs	3	136-569	University Drive	NW 33rd Street	NW 31st Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
114	Coral Springs	3	134-564	University Drive	31st to Shopping Center	31st to Shopping Center	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
115	Coral Springs	3	133-562	University Drive	Shopping Center Entrances 1	Shopping Center Entrances 1	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
116	Coral Springs	3	132-561	University Drive	Shopping Center Entrances 1	Shopping Center Entrances 1	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
117	Coral Springs	3	135-567	University Drive	NW 31st Ct	NW 31st Ct	NW corner	Curb Cuts	Ped ramp angles into intersection	Rebuild Pedestrian Ramp
118	Coral Springs	3	135-565	University Drive	NW 31st Ct	NW 31st Ct	SW corner	Curb Cuts	Ped ramp angles into intersection	Rebuild Pedestrian Ramp
119	Coral Springs	3	139-576	University Drive	W Sample Road	W Sample Road	SE corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
120	Coral Springs	3	139-574	University Drive	W Sample Road	W Sample Road	NB, SB	Buffers	Buffer narrow/reduced at bridge or intersection	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
121	Coral Springs	4	121-537	University Drive	Shopping Center Entrances 2	Shopping Center Entrances 2	Midblock	Crosswalks	No crosswalk	Paint crosswalk
122	Coral Springs	2	1-1	Westview Drive	NW 98th Lane	University Drive	NB, SB	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
123	Coral Springs	2	1-2	Access Road	Parking Lot	Parking Lot	NB Leg, SB Leg, and WB Leg	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
124	Coral Springs	2	1-3	Access Road	Parking Lot	Parking Lot	All	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
125	Coral Springs	3	135-566 135-568	University Drive	NW 31st Ct	NW 31st Ct	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
126	Coral Springs	3	128-551	University Drive	NW 25th Ct	Royal Palm Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
127	Coral Springs	3	128-552 128-553	University Drive	NW 25th Ct	Royal Palm Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
128	Coral Springs	4	127-550	University Drive	Royal Palm Boulevard	Royal Palm Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
129	Coral Springs	4	126-549	University Drive	Royal Palm Boulevard	NW 20th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
130	Coral Springs	4	126-548	University Drive	Royal Palm Boulevard	NW 20th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
131	Coral Springs	4	125-546	University Drive	NW 20th Street	NW 20th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
132	Coral Springs	4	124-543	University Drive	NW 20th Street	NW 19th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
133	Coral Springs	4	123-542	University Drive	NW 19th Street	NW 19th Street	NB leg, SB leg	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
134	Coral Springs	4	122-540	University Drive	19th to Shopping Center	19th to Shopping Center	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
135	Coral Springs	4	121-538	University Drive	Shopping Center Entrances 2	Shopping Center Entrances 2	NE corner	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
136	Coral Springs	4	120-535	University Drive	Shopping Center	NW 16th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
137	Coral Springs	5	107-511	University Drive	NW 6th Street	NW 4th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
138	Coral Springs	4	125-547	University Drive	NW 20th Street	NW 20th Street	NW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
139	Coral Springs	4	125-545	University Drive	NW 20th Street	NW 20th Street	SW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
140	Coral Springs	4	123-541	University Drive	NW 19th Street	NW 19th Street	SW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
141	Coral Springs	4	121-538	University Drive	Shopping Center Entrances 2	Shopping Center Entrances 2	NE corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
142	Coral Springs	4	121-536	University Drive	Shopping Center Entrances 2	Shopping Center Entrances 2	NW corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
143	Coral Springs	4	124-544	University Drive	NW 20th Street	NW 19th Street	SB	Sidewalks	Object obstructing sidewalk	Remove object or build 5' clear sidewalk around object
144	Coral Springs	3	130-559	University Drive	NW 28th St	NW 25th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
145	Coral Springs	3	129-556	University Drive	NW 25th Ct	NW 25th Ct	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
146	Coral Springs	4	119-534	University Drive	NW 16th St	NW 16th St	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
147	Coral Springs	4	116-527	University Drive	Shopping Center Entrances 3	Shopping Center Entrances 3	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
148	Coral Springs	4	115-525	University Drive	Shopping Center Entrances 3	Ramblewood Drive	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
149	Coral Springs	5	108-513	University Drive	NW 6th Ct	NW 6th Ct	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
150	Coral Springs	5	106-510	University Drive	NW 4th Street	NW 4th Street	Midblock	Crosswalks	No crosswalk	Paint crosswalk
151	Coral Springs	5	102-503	University Drive	SW 1st Ct	SW 1st Ct	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
152	Coral Springs	3	131-561	University Drive	NW 28th St	NW 28th St	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
153	Coral Springs	3	130-558	University Drive	NW 28th St	NW 25th Street	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
154	Coral Springs	3	130-557	University Drive	NW 28th St	NW 25th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
155	Coral Springs	3	129-555	University Drive	NW 25th Ct	NW 25th Ct	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
156	Coral Springs	4	119-533	University Drive	NW 16th St	NW 16th St	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
157	Coral Springs	4	118-530	University Drive	NW 16th St	Shadow Wood Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
158	Coral Springs	4	118-532	University Drive	NW 16th St	Shadow Wood Boulevard	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
159	Coral Springs	4	118-531	University Drive	NW 16th St	Shadow Wood Boulevard	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
160	Coral Springs	4	117-529	University Drive	Shadow Wood Boulevard	Shadow Wood Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
161	Coral Springs	4	116-528	University Drive	Shadow Wood Boulevard	Shopping Center 3 & 4	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
162	Coral Springs	4	116-526	University Drive	Shopping Center Entrances 3	Shopping Center Entrances 3	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
163	Coral Springs	4	115-523	University Drive	Shopping Center Entrances 3	Ramblewood Drive	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
164	Coral Springs	4	115-524	University Drive	Shopping Center Entrances 3	Ramblewood Drive	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
165	Coral Springs	5	114-522	University Drive	Ramblewood Drive	Ramblewood Drive	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
166	Coral Springs	5	113-521	University Drive	Ramblewood Drive	Coral Square	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
167	Coral Springs	5	112-519	University Drive	Coral Square (Mall)	Coral Square (Mall)	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
168	Coral Springs	5	111-518	University Drive	Coral Square	W Atlantic Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
169	Coral Springs	5	110-515	University Drive	W Atlantic Boulevard	W Atlantic Boulevard	NB Leg, SB Leg, WB Leg, EB Leg	Crosswalks	Pedestrian refuge needed in crossing	Construct pedestrian refuge
170	Coral Springs	5	110-516	University Drive	W Atlantic Boulevard	W Atlantic Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
171	Coral Springs	5	109-514	University Drive	W Atlantic Boulevard	NW 6th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
172	Coral Springs	5	109-514	University Drive	W Atlantic Boulevard	NW 6th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
173	Coral Springs	5	108-512	University Drive	NW 6th Ct	NW 6th Ct	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
174	Coral Springs	5	106-508	University Drive	NW 4th Street	NW 4th Street	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
175	Coral Springs	5	105-507	University Drive	NW 4th Street	Riverside Drive	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
176	Coral Springs	5	104-506	University Drive	Riverside Drive	Riverside Drive	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
177	Coral Springs	5	103-504	University Drive	Riverside Drive	NW 1st Street	NB, Partial SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
178	Coral Springs	5	103-505	University Drive	Riverside Drive	NW 1st Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
179	Coral Springs	5	102-501	University Drive	SW 1st Ct	SW 1st Ct	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
180	Coral Springs	5	101-499	University Drive	NW 1st Street	Southgate Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
181	Coral Springs	3	129-554	University Drive	NW 25th Ct	NW 25th Ct	SW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
182	Coral Springs	5	106-509	University Drive	NW 4th Street	NW 4th Street	NW corner, SW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp

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183	Coral Springs	5	102-500	University Drive	SW 1st Ct	SW 1st Ct	SW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
184	Coral Springs	5	102-502	University Drive	SW 1st Ct	SW 1st Ct	NW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
185	Coral Springs	5	111-517	University Drive	Coral Square	W Atlantic Boulevard	NB	Sidewalks	Object obstructing sidewalk	Remove object or build 5' clear sidewalk around object
186	Coral Springs	5	101-498	University Drive	Southgate Boulevard (just north of)	Southgate Boulevard (just north of)	NB, SB	Bike Lanes	Reduced at bridge, intersection, or driveway	Consider building shared use path next to bridge on east side
187	Coral Springs	N/A	N/A	University Drive	Wiles Road	Wiles Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
188	Coral Springs	2	1-0	Park Ridge Plaza	NW 98th Lane	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
189	Coral Springs	2	N/A	Westview Drive	NW 100th Avenue	NW 86th Parkway	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
190	Coral Springs	2	1-4	NW 53rd Street/NW 53rd Manor	NW 92nd Lane	NW 89th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
191	Coral Springs	2	1-5	NW 52nd Court/NW 90th Ter/NW 92nd Lane/Now 52nd	NW 95th Avenue	NW 53rd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
192	Coral Springs	2	1-6	NW 95th Ave	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
193	Coral Springs	2	1-7	NW 52nd Court	University Drive	East of NW 90th Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
194	Coral Springs	2	1-8	NW 52nd Manor/NW 96th Drive	N Springs Way	NW 52nd Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
195	Coral Springs	2	1-9	NW 52nd Manor	NW 98th Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
196	Coral Springs	2	1-10	NW 51st Street/NW 52nd Place	NW 97th Drive	NW 97th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
197	Coral Springs	2	1-11	NW 97th Drive	N Springs Way	NW 52nd Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
198	Coral Springs	2	1-12	NW 96th Way	Dead End	NW 51st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
199	Coral Springs	2	1-13	NW 49th Place	University Drive	West of NW 96th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
200	Coral Springs	2	1-14	NW 95th Drive	NW 48th Drive	Pine Ridge Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
201	Coral Springs	2	1-15	NW 48th Manor	NW 95th Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
202	Coral Springs	2	1-16	NW 49th court	NW 95th Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
203	Coral Springs	2	1-17	NW 50th court/NW 51st Place/NW 89th Way	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
204	Coral Springs	2	1-18	NW 90th Terrace	Access road	Access road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
205	Coral Springs	2	1-19	Pine Ridge Drive	NW 95th Drive	NW 90th Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
206	Coral Springs	2	1-20	NW 47th court/NW 92nd Terrace/NW 49th Place/NW 90th	NW 47th Court	NW 50th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
207	Coral Springs	2	1-21	NW 90th Terrace	NW 90th Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
208	Coral Springs	2	1-22	NW 90th way/NW 49th Street	NW 47th Court	NW 92nd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
209	Coral Springs	2	1-23	NW 93rd Way	NW 47th Court	NW 49th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
210	Coral Springs	2	1-24	Allamada Drive/Palm Drive	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
211	Coral Springs	2	2.00	Wiles Road	NW 99th Terrace	Lantana Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
212	Coral Springs	2	1-25	NW 46th Manor	NW 46th Manor	NW 47th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
213	Coral Springs	2	1-26	NW 96th Ave	NW 42nd Street	Wiles Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
214	Coral Springs	2	1-27	NW 44th Place	NW 95th Avenue	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
215	Coral Springs	2	1-28	NW 44th Place	NW 95th Avenue	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
216	Coral Springs	2	1-29	NW 43rd Street	University Drive	NW 96th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
217	Coral Springs	2	1-30	NW 42nd Street	University Drive	NW 96th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
218	Coral Springs	2	1-31	NW 42nd Court	University Drive	NW 96th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
219	Coral Springs	2	1-32	NW 41st Manor/NW 42nd Street/ NW 43rd	East of University Drive	East of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
220	Coral Springs	2	1-33	NW 44th Court	University Drive	East of NW 90th Ter	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
221	Coral Springs	3	2-34	NW 94th Terrace/NW 39th Court	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
222	Coral Springs	3	2-35	NW 94th Terrace/NW 39th Court/NW 40th	University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
223	Coral Springs	3	2-36	Cardinal Road	University Drive	Driveway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
224	Coral Springs	3	2-39	NW 37th Court	Brokenwoods Drive	Brokenwoods Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
225	Coral Springs	3	6.00	Forest Hills Blvd	NW 29th Drive	NW 86th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
226	Coral Springs	N/A	N/A	University Drive	Westview Drive	Westview Drive	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
227	Coral Springs	N/A	N/A	University Drive	Atlantic Boulevard	Atlantic Boulevard	NB, SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
228	Coral Springs	N/A	N/A	University Drive	Atlantic Boulevard	Atlantic Boulevard	NB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
229	Coral Springs	N/A	N/A	University Drive	Atlantic Boulevard	Atlantic Boulevard	NB,EB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
230	Coral Springs	N/A	N/A	University Drive	Coral Square Plaza	Coral Square Plaza	NB,SB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
231	Coral Springs	N/A	N/A	University Drive	Ramblewood Drive	Ramblewood Drive	NB,SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
232	Coral Springs	N/A	N/A	University Drive	Ramblewood Drive	Ramblewood Drive	NB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
233	Davie	N/A	N/A	University Drive	NW 33rd Street	NW 33rd Street	SB	Transit Amenities	Missing amenity	Add bus shelter
234	Davie	N/A	N/A	University Drive	NW 33rd Street	NW 33rd Street	SB	Transit Amenities	Missing amenity	Add bench
235	Davie	N/A	N/A	University Drive	NW 33rd Street	NW 33rd Street	SB	Transit Amenities	Missing amenity	Add pad
236	Davie	N/A	N/A	University Drive	Nova Drive	Nova Drive	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
237	Davie	N/A	N/A	University Drive	Nova Drive	Nova Drive	NW,SW,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
238	Davie	N/A	N/A	University Drive	Stirling Road	Stirling Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
239	Davie	N/A	N/A	University Drive	Stirling Road	Stirling Road	NW,SW,NE,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
240	Davie	12	32.00	Nova Dr	SW 83rd Terrace	SW 71st Terrace	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
241	Davie	13	39.00	Stirling Rd	Pine Island Road	NW 77th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
242	Davie	N/A	N/A	University Drive	SW 36th Street	SW 36th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
243	Davie	N/A	N/A	University Drive	SW 30th Street	SW 30th Street	All	Transit Amenities	N/A	Anchor Hub
244	Davie	N/A	N/A	University Drive	SW 30th Street	SW 30th Street	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
245	Davie	13	34.00	SW 76th Ave	Stirling Road	Nova Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
246	Davie	13	35.00	SW 36th St	SW 30th Street	College Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
247	Davie	13	33.00	SW 30th St	Rolling Hills Circle	SW 75th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
248	Davie	N/A	N/A	University Drive	Sheridan Street (north leg)	Sheridan Street (north leg)		Transit Amenities	Existing station	Enhanced Bus Stations
249	Davie	13	37.00	Davie Road Extension	University Drive	NW 77th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
250	Davie	13	38.00	Sheridan St	University Drive	NW 76th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
251	Davie	13	26-66	University Drive	SW 39th St	Griffin	SB, Partial NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
252	Davie	N/A	N/A	University Drive	Orange Drive	Orange Drive	NB	Transit Amenities	Missing amenity	Add bus shelter

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
253	Davie	N/A	N/A	University Drive	Orange Drive	Orange Drive	NB	Transit Amenities	Missing amenity	Add bench
254	Davie	N/A	N/A	University Drive	Griffin Road	Griffin Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
255	Davie	13	26-65	University Drive	SW 39th St	Griffin	SB Leg	Crosswalks	Pedestrian refuge needed in crossing	Construct pedestrian refuge
256	Davie	13	25-64	University Drive	Griffin	Stirling	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
257	Davie	N/A	N/A	University Drive	Canal north of SR 84	SW 36th Street	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
258	Davie	N/A	N/A	University Drive	Canal north of SR 84	SW 36th Street	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
259	Davie	12	34-88	University Drive	Nova Drive	SW 30th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
260	Davie	N/A	N/A	University Drive	Canal north of SR 84	SW 36th Street	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
261	Davie	12	34-90	University Drive	Nova Drive	SW 30th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
262	Davie	13	30-78	University Drive	Frontage Road	SW 36th St	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
263	Davie	13	30-76	University Drive	Frontage Road	SW 36th St	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
264	Davie	13	30-77	University Drive	Frontage Road	SW 36th St	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
265	Davie	12	35-91	University Drive	Nova Drive	Nova Drive	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
266	Davie	12	33-83	University Drive	SW 30th Street	SW 30th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
267	Davie	13	32-82	University Drive	SW 30th Street	Frontage Road	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
268	Davie	12	36-933	University Drive	Nova Drive	Nova Drive	SE Corner	Curb Radius	High Curb Radius	Reduce Southeast Curb Radius
269	Davie	13	31-81	University Drive	Frontage Road	Frontage Road	SE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
270	Davie	13	31-80	University Drive	Frontage Road	Frontage Road	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
271	Davie	13	29-75	University Drive	SW 36th St	SW 36th St	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
272	Davie	12	43-112	University Drive	SR 84 WB	SR 84 WB	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
273	Davie	12	41-110	University Drive	SR 84 EB	SR 84 EB	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
274	Davie	12	40-107	University Drive	SR 84 EB	Kolsky Boulevard	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
275	Davie	12	39-105	University Drive	Kolsky Boulevard	Kolsky Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
276	Davie	12	39-104	University Drive	Kolsky Boulevard	Kolsky Boulevard	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
277	Davie	12	38-103	University Drive	Kolsky Boulevard	SW 23rd St	EB Leg	Crosswalks	No crosswalk	Add 3' buffer
278	Davie	12	38-99	University Drive	Kolsky Boulevard	SW 23rd St	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
279	Davie	12	38-98	University Drive	Kolsky Boulevard	SW 23rd St	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
280	Davie	12	37-95	University Drive	SW 23rd St	SW 23rd St	EB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
281	Davie	12	37-97	University Drive	SW 23rd St	SW 23rd St	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
282	Davie	12	36-94	University Drive	SW 23rd St	Nova Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
283	Davie	12	36-92	University Drive	SW 23rd St	Nova Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
284	Davie	12	36-93	University Drive	SW 23rd St	Nova Drive	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
285	Davie	13	25-63	University Drive	Griffin	Stirling	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
286	Davie	13	25-62	University Drive	Griffin	Stirling	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
287	Davie	13	25-61	University Drive	Griffin	Stirling	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
288	Davie	13	25-59	University Drive	Griffin	Stirling	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
289	Davie	13	25-60	University Drive	Griffin	Stirling	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
290	Davie	13	24-54	University Drive	Stirling	Davie Road	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
291	Davie	13	24-55	University Drive	Stirling	Davie Road	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
292	Davie	N/A	N/A	University Drive	Griffin Road	Stirling Road	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
293	Davie	N/A	N/A	University Drive	Griffin Road	Stirling Road	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
294	Davie	N/A	N/A	University Drive	SR 84 - (K-Mart)	SR 84 - (K-Mart)	NB	Transit Amenities	Missing amenity	Add bus shelter

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
295	Davie	12	43-113	University Drive	SR 84 WB	SR 84 WB	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
296	Davie	12	42-111	University Drive	SR 84 WB	SR 84 EB	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
297	Davie	12	40-106	University Drive	SR 84 EB	Kolsky Boulevard	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
298	Davie	12	40-106	University Drive	SR 84 EB	Kolsky Boulevard	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
299	Davie	12	40-106	University Drive	SR 84 EB	Kolsky Boulevard	NB, SB	Buffers	No buffer	Add 3' buffer
300	Davie	12	38-102	University Drive	Kolsky Boulevard	SW 23rd St	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
301	Davie	12	38-101	University Drive	Kolsky Boulevard	SW 23rd St	NB	Bike Lanes	No bike lane	Add buffered bike lane
302	Davie	12	38-100	University Drive	Kolsky Boulevard	SW 23rd St	NB	Buffers	No buffer	Add 3' buffer
303	Davie	12	37-96	University Drive	SW 23rd St	SW 23rd St	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
304	Davie	13	26-67	University Drive	SW 39th St	Griffin	NB	Buffers	No buffer	
305	Davie	13	26-69	University Drive	SW 39th St	Griffin	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
306	Davie	13	24-56	University Drive	Stirling	Davie Road	NB, SB	Sidewalks	No sidewalk (intermittent)	Construct 6' sidewalk 3' away from curb
307	Davie	13	24-52	University Drive	Stirling	Davie Road	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
308	Davie	13	24-58	University Drive	Stirling	Davie Road	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
309	Davie	12	41-109	University Drive	SR 84 EB	SR 84 EB	NB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
310	Davie	12	41-108	University Drive	SR 84 EB	SR 84 EB	SW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
311	Davie	12	36-931	University Drive	Nova Drive	Nova Drive	NE Corner	Curb Radius	High Curb Radius	Reduce Northeast Curb Radius
312	Davie	12	36-932	University Drive	Nova Drive	Nova Drive	NW Corner	Curb Radius	High Curb Radius	Reduce Northwest Curb Radius
313	Davie	N/A	N/A	University Drive	SR 84	SR 84	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
314	Davie	N/A	N/A	University Drive	Griffin Road	Stirling Road	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
315	Davie	12	41-1101	University Drive	Griffin Road	Griffin Road	NW Corner	Curb Radius	High Curb Radius	Reduce Northwest Curb Radius
316	Davie	12	37-951	University Drive	SW 23rd St	SW 23rd St	SW Corner	Curb radius	High Curb Radius	Reduce Southwest Curb Radius
317	Davie	13	26-68	University Drive	SW 39th St	Griffin	NB	Sidewalks	Sidewalk uneven/noncontinuous	
318	Davie	13	26-68	University Drive	SW 39th St	Griffin	NB	Sidewalks	Sidewalk uneven/noncontinuous	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
319	Davie	13	25-591	University Drive	Griffin	Stirling	NW Corner	Curb Radius	High Curb Radius	Reduce Northwest Curb Radius
320	Davie	12	34-85	University Drive	Nova Drive	SW 30th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
321	Davie	12	34-84	University Drive	Nova Drive	SW 30th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
322	Davie	12	34-87	University Drive	Nova Drive	SW 30th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
323	Davie	12	34-86	University Drive	Nova Drive	SW 30th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
324	Davie	13	28-72	University Drive	SW 36th St	SW 39th St	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
325	Davie	13	29-74	University Drive	SW 36th St	SW 36th St	NW Corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
326	Davie	12	34-841	University Drive	SW 30th St	SW 30th St	NE Corner	Curb Radius	High Curb Radius	Reduce Northeast Curb Radius
327	Davie	13	28-71	University Drive	SW 36th St	SW 39th St	Inside Shopping Center	Crosswalks	No crosswalk	Paint crosswalk
328	Davie	13	27-70	University Drive	SW 39th St	SW 39th St	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
329	Davie	13	30-79	University Drive	Frontage Road	SW 36th St	Off Corridor	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
330	Davie	13	29-73	University Drive	SW 36th St	SW 36th St	SW Corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
331	Davie	11	45-1211	University Drive	Peters Road	Peters Road	SE Corner	Curb Radius	High Curb Radius	Reduce southeast curb radius
332	Davie	N/A	N/A	University Drive	SW 39th Street	SW 39th Street	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
333	Davie	13	22-49	University Drive	Davie Road	Sheridan Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
334	Davie	13	23-50	University Drive	Davie Road Extension	Davie Road Extension	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
335	Davie	13	23-51	University Drive	Davie Road Extension	Davie Road Extension	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
336	Davie	N/A	N/A	University Drive	#4200 Block	#4200 Block	NB	Transit Amenities	Missing amenity	Add bus shelter

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
337	Davie	N/A	N/A	University Drive	NW 30th Street	NW 30th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
338	Davie	13	36.00	Pine Island Road	SW 84th Terrace	SW 48th Court	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
339	Davie	13	12-314	SW 39th Street	University Drive	SW 76th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
340	Davie	13	12-315	SW 76th Ave	SW 38th Court	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
341	Davie	13	12-317	SW 23rd Street	University Drive	Tower Shops Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
342	Davie	13	12-320	Orange Drive	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
343	Davie	13	12-321	Bridge Crossover	Griffin Road	Orange Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
344	Davie	13	12-323	SW 76th Ave	Griffin Road	Foxcroft Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
345	Davie	12	11-291	S. Valencia Drive	Nova Drive	Seville Circle	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
346	Davie	12	11-292	SW 17th Place	In Parking Lot	In Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
347	Davie	12	11-293	SW 81st Avenue/Arrowhead Drive	SW 20th Court	SW 18th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
348	Davie	12	11-294	SW 81st Avenue/Arrowhead Drive	Nova Drive	SW 20th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
349	Davie	12	11-295	SW 22nd Street	Parking Lot Access west of SW 81st Avenue	Parking Lot Access west of SW 81st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
350	Davie	12	11-296	Laredo Place	West of Valencia Drive	West of Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
351	Davie	12	11-297	Laredo Place	Across Valencia Drive	Across Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
352	Davie	12	11-298	Madrid Lane/S Valencia Drive	West of Valencia Drive	West of Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
353	Davie	12	11-299	Madrid Lane	Parking Lot Access	Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
354	Davie	12	11-300	Matador Lane	West of S Valencia Drive	West of S Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
355	Davie	12	11-301	Matador Lane	West of S Valencia Drive	West of S Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
356	Davie	12	11-302	Valencia Drive/Toledo Court/Cortez Way	University Drive	Seville Circle	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
357	Davie	12	11-303	Seville Circle	West of Valencia Drive	West of Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
358	Davie	12	11-304	Cortez Way	Development Access	Development Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
359	Davie	12	11-305	Toledo Court	Development Access	Development Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
360	Davie	12	11-306	N Valencia Drive	Extension of Valencia Drive	Extension of Valencia Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
361	Davie	12	11-307	SW 79th Avenue	SW 30th Street	Nova Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
362	Davie	12	11-308	SW 24th Place	West of SW 79th Avenue	West of SW 79th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
363	Davie	12	11-309	SW 28th Street/SW 75th Ave/ SW 26th Court	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
364	Davie	12	11-310	SW 26th Court	SW 26th Court	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
365	Davie	12	11-311	SW 74th Way	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
366	Davie	12	11-312	SW 75th Way/SW 73rd Way	30th Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
367	Davie	13	12-313	SW 76th Way	30th Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
368	Davie	13	12-316	SW 37th Court	Approximately 200 feet east of SW 76th Ave	Approximately 200 feet east of SW 76th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
369	Davie	13	12-318	Tower Shops Drive	SW 23rd Street	Kolsky Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
370	Davie	13	12-319	SW 77th Ave	Orange Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
371	Davie	13	12-322	SW 78th avenue	Griffin Road	Strip Mall Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
372	Davie	13	12-324	Southwood Circle	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
373	Davie	13	12-325	Southwood Circle	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
374	Davie	13	12-326	Ragon Road	Dead End	SW 76th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
375	Davie	13	12-327	Rodeo Village Place	University Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
376	Davie	13	12-328	Target Access Road	Target Parking lot	Target Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
377	Davie	13	12-329	Target Access Road	Target Parking lot	Target Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
378	Davie	13	12-330	Sundance Way/Paddock Place	Dead End	Griffin R	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
379	Davie	13	12-331	Foxcroft Lane	Sundance Way	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
380	Davie	13	12-332	Cascada Circle	North of Monterra Boulevard	North of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
381	Davie	13	12-333	Cascada Circle	North of Monterra Boulevard	North of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
382	Davie	13	12-334	Cascada Circle	North of Monterra Boulevard	North of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
383	Davie	13	12-335	Cascada Circle	North of Monterra Boulevard	North of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
384	Davie	13	12-336	Cascada Circle/NW 82nd Avenue	North and South of Monterra Boulevard	North and South of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
385	Davie	13	12-337	Monterra Boulevard/NW 82nd Terrace	NW 39th Place	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
386	Davie	13	12-338	NW 30th Place	South of Monterra Boulevard	South of Monterra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
387	Davie	13	12-339	NW 82nd Avenue/NW 40th Street	North of NW 39th Court	North of NW 39th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
388	Davie	13	12-340	NW 78th Avenue	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
389	Davie	13	12-341	Gateland Village	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
390	Davie	13	12-342	Sabal Palm MHR	33rd Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
391	Davie	13	12-343	NW 78th Ter	NW 30th Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
392	Davie	13	12-344	Unnamed Street	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
393	Davie	13	12-345	Totola Way/Cascada Isle Way	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
394	Davie	13	12-346	Totola Way/Cascada Isle Way	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
395	Davie	13	12-347	Solano Avenue/NW 82nd Avenue	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
396	Davie	13	12-348	Solano Avenue/NW 82nd Avenue	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
397	Davie	13	12-349	Solano Avenue/NW 82nd Avenue	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
398	Davie	13	12-350	Solano Avenue/NW 82nd Avenue	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
399	Davie	13	12-351	Access Road	University Drive	Hospital	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
400	Davie	13	12-352	Pasadena Boulevard	N University Drive	Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
401	Davie	13	12-353	Access Road	7852 Access Road Extension	7853 Access Road Extension	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
402	Davie	13	12-354	N 78th Avenue	Sheridan Street	Davie Road Exit	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
403	Davie	13	12-355	NW 79th Ave	NW 14th Street	Taft Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
404	Davie	13	12-356	Hood Street	Dead End	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
405	Davie	13	12-357	Raleigh Street	Dead End	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
406	Davie	13	12-358	Farragut Street	Dead End	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
407	Davie	N/A	N/A	University Drive	Griffin Road	Griffin Road	NB,SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
408	Davie	N/A	N/A	University Drive	Sheridan Street	Sheridan Street	SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
409	Davie	N/A	N/A	University Drive	Stirling Road	Stirling Road	NB,SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
410	Davie	N/A	N/A	University Drive	Davie Road Extension	Davie Road Extension	N/A	Traffic Operations	Signal phasing not allowing for optimized capacity	Remove split phasing
411	Davie	N/A	N/A	University Drive	Griffin Road	Stirling Road	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing 2 signalized mid-block crossings
412	Davie	N/A	N/A	University Drive	Griffin Road	Griffin Road	WB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
413	Davie	N/A	N/A	University Drive	Kolsky Boulevard / S 1900 Block	Kolsky Boulevard / S 1900 Block	SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
414	Davie	N/A	N/A	University Drive	Kolsky Boulevard / S 1900 Block	Kolsky Boulevard / S 1900 Block	WB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate reducing the number of right-turn lanes from 2 to 1
415	Davie	N/A	N/A	University Drive	Kolsky Boulevard/S 1900 Block	Kolsky Boulevard/S 1900 Block	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
416	Davie	N/A	N/A	University Drive	Nova Drive	Nova Drive	NB,SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
417	Davie	N/A	N/A	University Drive	Nova Drive	Nova Drive	WB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate reducing the number of right-turn lanes from 2 to 1
418	Davie	N/A	N/A	University Drive	Nova Drive	Nova Drive	NB,SB,EB,WB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
419	Davie	N/A	N/A	University Drive	Stirling Road	Stirling Road	NB and SB leg	Traffic Operations	Congestion	Evaluate left-turn lane extension
420	Davie	N/A	N/A	University Drive	SW 23rd Street / S 2300 Block	SW 23rd Street / S 2300 Block	SB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
421	Davie	N/A	N/A	University Drive	SW 30th Street	Nova Drive	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing signalized mid-block crossing
422	Lauderhill	7	82-446	University Drive	W Commercial Blvd	NW 50th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
423	Lauderhill	7	82-441	University Drive	W Commercial Blvd	NW 50th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
424	Lauderhill	7	82-445	University Drive	W Commercial Blvd	NW 50th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
425	Lauderhill	8	81-436	University Drive	NW 50th Street	NW 47th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
426	Lauderhill	8	81-437	University Drive	NW 50th Street	NW 47th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
427	Lauderhill	8	79-429	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
428	Lauderhill	8	79-428	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
429	Lauderhill	8	79-426	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
430	Lauderhill	8	79-418	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
431	Lauderhill	8	79-420	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
432	Lauderhill	8	79-421	University Drive	NW 47th Street	NW 44th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
433	Lauderhill	8	79-423	University Drive	NW 47th Street	NW 44th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
434	Lauderhill	8	79-425	University Drive	NW 47th Street	NW 44th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
435	Lauderhill	8	79-427	University Drive	NW 47th Street	NW 44th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
436	Lauderhill	8	78-414	University Drive	NW 44th Street	NW 42nd Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
437	Lauderhill	8	78-416	University Drive	NW 44th Street	NW 42nd Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
438	Lauderhill	7	82-444	University Drive	W Commercial Blvd	NW 50th Street (just north of)	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
439	Lauderhill	7	82-440	University Drive	W Commercial Blvd	NW 50th Street (just south of)	SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
440	Lauderhill	7	82-439	University Drive	NW 50th St/ Inverrary Blvd	NW 50th St/ Inverrary Blvd	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
441	Lauderhill	8	80-431	University Drive	NW 47th Street	NW 47th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
442	Lauderhill	8	79-419	University Drive	NW 47th Street	NW 44th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
443	Lauderhill	8	79-417	University Drive	NW 44th Street	NW 44th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
444	Lauderhill	8	78-412	University Drive	NW 44th Street	NW 42nd Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
445	Lauderhill	8	78-415	University Drive	NW 44th Street	NW 42nd Street	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
446	Lauderhill	7	82-442	University Drive	W Commercial Blvd	NW 50th Street	SW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
447	Lauderhill	7	82-443	University Drive	W Commercial Blvd	NW 50th Street	NW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
448	Lauderhill	8	81-438	University Drive	NW 50th Street	NW 47th Street	Remove	Buffers	Buffer narrow/reduced at bridge or intersection	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
449	Lauderhill	8	78-413	University Drive	NW 44th Street	NW 42nd Street	NB, SB	Sidewalks	Narrow sidewalk	Rebuild 6' sidewalk
450	Lauderhill	8	80-433	University Drive	NW 47th Street	NW 47th Street	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
451	Lauderhill	8	80-432	University Drive	NW 47th Street	NW 47th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
452	Lauderhill	8	80-434	University Drive	NW 47th Street	NW 47th Street	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
453	Lauderhill	8	80-430	University Drive	NW 47th Street	NW 47th Street	SE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
454	Lauderhill	8	81-435	University Drive	NW 50th Street	NW 47th Street	NB	Buffers	Buffer narrow/reduced at bridge or intersection	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
455	Lauderhill	8	7-160	NW 50th Street	South of Inverrary Boulevard - Parking Lot Access	South of Inverrary Boulevard - Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
456	Lauderhill	8	7-161	NW 50th Street	South of Inverrary Boulevard - Parking Lot Access	South of Inverrary Boulevard - Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
457	Lauderhill	8	7-162	NW 50th Street	South of Inverrary Boulevard - Parking Lot Access	South of Inverrary Boulevard - Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
458	Lauderhill	8	7-163	NW 50th Street	South of Inverrary Boulevard - Parking Lot Access	South of Inverrary Boulevard - Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
459	Lauderhill	8	7-164	NW 44th Street Extension	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
460	Lauderhill	8	7-171	NW 75th Terrace/NW 40th Street/NW 39th	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
461	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard	Within activity area vicinity	Surrounding area	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
462	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	Surrounding area	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting

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463	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	Surrounding area	Access Management	Curb cuts	Consolidate & narrow driveways
464	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard (south leg)	Commercial Boulevard (south leg)	SW	Curb radius	High Curb Radius	Evaluate reducing the curb radii
465	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard (south leg)	Commercial Boulevard (south leg)	South leg	Transit Amenities	Existing station	Enhanced Bus Stations
466	Lauderhill	N/A	N/A	University Drive	NW 44th Street	NW 44th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
467	Lauderhill	N/A	N/A	University Drive	NW 44th Street	NW 44th Street	SB	Transit Amenities	Missing amenity	Add bench
468	Lauderhill	N/A	N/A	University Drive	NW 44th Street	NW 44th Street	SB	Transit Amenities	Missing amenity	Add pad
469	Lauderhill	N/A	N/A	University Drive	NW 47th Street	NW 47th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
470	Lauderhill	N/A	N/A	University Drive	NW 44th Street (north leg)	NW 44th Street (north leg)	North leg	Transit Amenities	Existing station	Enhanced Bus Stations
471	Lauderhill	8	18.00	NW 44th St	NW 81st Terrace	Inverrary Boulevard W	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
472	Lauderhill	7	6-159	NW 74th Way	NW 54th Street	NW 54th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
473	Lauderhill	8	17.00	Inverrary Boulevard W	NW 42nd Street	NW 36th Street	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
474	Lauderhill	N/A	N/A	University Drive	Inverrary Boulevard (Univ Shops)	Inverrary Boulevard (Univ Shops)	NB	Transit Amenities	Missing amenity	Add bench
475	Lauderhill	N/A	N/A	University Drive	Inverrary Boulevard (Univ Shops)	Inverrary Boulevard (Univ Shops)	NB	Transit Amenities	Missing amenity	Add bus shelter
476	Lauderhill	8	16.00	NW 50th St	NW 81st Terrace	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path

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477	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	NB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
478	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	EB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
479	Lauderhill	N/A	N/A	University Drive	Commercial Boulevard (south leg)	Commercial Boulevard (south leg)	EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
480	Miami Gardens	N/A	N/A	University Drive	MDT NW 215th Street Terminal	MDT NW 215th Street Terminal	N/A	Transit Amenities	Existing station	Enhanced Bus Stations
481	Miami Gardens	N/A	N/A	University Drive	NW 215th Street (south leg)	NW 215th Street (south leg)	South leg	Transit Amenities	Existing station	Enhanced Bus Stations
482	Miramar	15	8-22	University Drive	Pembroke Rd	Miramar Blvd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
483	Miramar	15	8-21	University Drive	Pembroke Rd	Miramar Blvd	NB, SB	Buffers	No buffer	Add 3' buffer
484	Miramar	15	7-201	University Drive	Miramar Parkway	Miramar Parkway	SB Leg	Turn Lane	Congestion	Extend southbound left turn lane to provide additional left turn vehicle capacity
485	Miramar	15	7-202	University Drive	Miramar Parkway	Miramar Parkway	SB	Curb Radius	High Curb Radius	Reduce Southeast and Northeast curb radius
486	Miramar	N/A	N/A	University Drive	Miramar Parkway	Within activity area vicinity	Surrounding area	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
487	Miramar	N/A	N/A	University Drive	Miramar Parkway	Miramar Parkway	Surrounding area	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
488	Miramar	N/A	N/A	University Drive	Miramar Parkway	Miramar Parkway	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
489	Miramar	N/A	N/A	University Drive	Miramar Parkway	Miramar Parkway	Surrounding area	Access Management	Curb cuts	Consolidate & narrow driveways
490	Miramar	15	43.00	Miramar Pkwy	Douglas Road	Florida's Turnpike	Off Corridor	Bike Lanes (Off)	No bike lane	Install speed-appropriate bicycle network along Miramar Parkway

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491	Miramar	N/A	N/A	University Drive	Pembroke Road (south leg)	Pembroke Road (south leg)	South leg	Transit Amenities	Existing station	Enhanced Bus Stations
492	Miramar	15	3-7	University Drive	Riviera Blvd	Riviera Blvd	NB Leg, SB Leg, and WB Leg	Crosswalks	No crosswalk	Paint crosswalk
493	Miramar	15	4-11	University Drive	Miramar Blvd	Riviera Blvd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
494	Miramar	15	4-11	University Drive	Miramar Blvd	Riviera Blvd	NB, SB	Buffers	No buffer	Add 3' buffer
495	Miramar	15	3-7	University Drive	Riviera Blvd	Riviera Blvd	NB Leg, SB Leg, and WB Leg	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
496	Miramar	15	3-10	University Drive	Riviera Blvd	Riviera Blvd	All	Traffic Operations	No pedestrian signals	Install pedestrian signal
497	Miramar	15	2-6	University Drive	Riviera Blvd	County Line Rd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
498	Miramar	15	6-18	University Drive	Miramar Blvd	Miramar Blvd	NB, SB	Buffers	No buffer	Add 3' buffer
499	Miramar	15	5-15	University Drive	Miramar Parkway	Miramar Parkway	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
500	Miramar	15	4-13	University Drive	Miramar Blvd	Riviera Blvd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
501	Miramar	15	4-12	University Drive	Miramar Blvd	Riviera Blvd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
502	Miramar	15	6-17	University Drive	Miramar Blvd	Miramar Blvd	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
503	Miramar	N/A	N/A	University Drive	Miramar Boulevard	Miramar Boulevard	NB	Transit Amenities	Missing amenity	Add bus shelter
504	Miramar	N/A	N/A	University Drive	Miramar Boulevard	Miramar Boulevard	NB	Transit Amenities	Missing amenity	Add bench

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
505	Miramar	15	NA	Miramar Boulevard	University Drive	Utopia Drive	EB, WB	Sidewalks (off)	No Pedestrian Connectivity	Construct pedestrian bridge across canal
506	Miramar	N/A	N/A	University Drive	NW 215th Street (north leg)	NW 215th Street (north leg)	North leg	Transit Amenities	Existing station	Enhanced Bus Stations
507	Miramar	15	2-4	University Drive	Riviera Blvd	County Line Rd	NB, SB	Buffers	No buffer	Add 3' buffer
508	Miramar	15	1-3	University Drive	County Line Rd	County Line Rd	All	Traffic Operations	No pedestrian signals	Install pedestrian signal
509	Miramar	15	1-2	University Drive	County Line Rd	County Line Rd	NB Leg, SB Leg, and WB Leg	Crosswalks	No crosswalk	Paint crosswalk
510	Miramar	15	1-1	University Drive	County Line Rd	County Line Rd	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
511	Miramar	14	13-399	Utopia Drive	West Pembroke Road	Miramar Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
512	Miramar	14	13-400	Shalimar Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
513	Miramar	15	14-401	Granada Boulevard	Tarpon Drive	Island Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
514	Miramar	15	14-402	Utopia Drive	Miramar Boulevard	Pembroke Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
515	Miramar	15	14-403	Normandy Street	Utopia Drive	Jamaica Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
516	Miramar	15	14-404	Venetian Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
517	Miramar	15	14-405	SW 24th Place	South of Bernard Boulevard	South of Bernard Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
518	Miramar	15	14-406	SW 24th Place	South of Bernard Boulevard	South of Bernard Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
519	Miramar	15	14-407	Utopia Drive	Miramar Boulevard	Miramar Parkway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
520	Miramar	15	14-408	Utopia Drive	La Salle Boulevard	Miramar Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
521	Miramar	15	14-409	Tarpon Drive	La Salle Boulevard	Miramar Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
522	Miramar	15	14-410	Maderia Street	Tarpon Drive	Jamaica Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
523	Miramar	15	14-411	Utopia Drive	Miramar Parkway	La Salle Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
524	Miramar	15	14-412	Tarpon Drive	Miramar Parkway	La Salle Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
525	Miramar	15	14-413	Kismet Street	Tarpon Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
526	Miramar	15	14-414	Alhambra Boulevard	Utopia Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
527	Miramar	15	14-415	Utopia Drive	Embassy Boulevard	Alhambra Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
528	Miramar	15	14-416	Biltmore Boulevard	Utopia Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
529	Miramar	15	14-417	Utopia Drive	Riviera Boulevard	Fairway Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
530	Miramar	15	14-418	Riviera Boulevard	East of University Drive	East of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
531	Miramar	15	14-419	Greenway Boulevard	Utopia Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
532	Miramar	15	14-420	Riviera Boulevard	S. University Drive	Shopping Center Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
533	Miramar	15	14-421	Ramp	WB Homestead Turnpike On Ramp	WB Homestead Turnpike On Ramp	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
534	Miramar	15	14-422	Ramp	WB Homestead Turnpike Off Ramp	WB Homestead Turnpike Off Ramp	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
535	Miramar	15	14-423	Embassy Boulevard	Utopia Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
536	Miramar	15	14-424	Di Lido Boulevard	Utopia Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
537	Miramar	15	14-425	Coral Boulevard	Utopia Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
538	Miramar	15	14-426	Tarpon Drive	Alhambra Boulevard	Miramar Parkway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
539	Miramar	15	14-427	Indigo Street	Tarpon Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
540	Miramar	15	14-428	Juniper Street	Tarpon Drive	Nassau Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
541	Miramar	15	14-429	Sabal Palm Drive	La Salle Boulevard	Maderia Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
542	Miramar	15	14-430	Rivera Drive	La Salle Boulevard	Maderia Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
543	Miramar	15	14-431	Pine Tree Drive	La Salle Boulevard	Maderia Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
544	Miramar	15	14-432	Meridian Street	Tarpon Drive	Jamaica Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
545	Miramar	15	14-433	Tarpon Drive	Miramar Boulevard	Normandy Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
546	Miramar	15	14-434	Sabal Palm Drive	Miramar Boulevard	Normandy Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
547	Miramar	15	14-435	Rivera Drive	Miramar Boulevard	Normandy Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
548	Miramar	15	14-436	Pine Tree Drive	Miramar Boulevard	Normandy Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
549	Miramar	15	14-437	SW 21st Court/SW 80th Terrace	SW 21st Court	SW 81st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
550	Miramar	15	14-438	Sherman Circle	North of Bernard Boulevard	North of Bernard Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
551	Miramar	15	14-439	Sherman Circle	Sherman circle Extension	Sherman circle Extension	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
552	Miramar	15	14-440	Orleans Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
553	Miramar	15	14-441	Panama Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
554	Miramar	15	14-442	Orleans Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
555	Miramar	15	14-443	Panama Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
556	Miramar	15	14-444	Plantation Boulevard	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
557	Miramar	15	14-445	Ramona Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
558	Miramar	NA	NA	University Drive	Riviera Blvd	Riviera Blvd	NB, SB, EB, WB	Traffic Operations	No Left Turn Phase	Implement separate left-turn phasing at this intersection
559	Miramar	N/A	N/A	University Drive	Miramar Parkway	Miramar Parkway	NB,SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
560	Miramar	N/A	N/A	University Drive	Pembroke Road	Pembroke Road	NB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps

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561	Miramar	N/A	N/A	University Drive	Miramar Parkway	Miramar Parkway	SB Leg	Traffic Operations	Congestion	Evaluate left-turn lane extension
562	Pembroke Pines	14	9-23	University Drive	Pembroke Rd	Pembroke Rd	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
563	Pembroke Pines	N/A	N/A	University Drive	Pines Boulevard	Pines Boulevard	NB, SB	Transit Amenities	N/A	Bus Islands
564	Pembroke Pines	N/A	N/A	University Drive	Pines Boulevard	Pines Boulevard	NW,SW	Curb radius	High Curb Radius	Evaluate reducing the curb radii
565	Pembroke Pines	N/A	N/A	University Drive	Pines Boulevard	Pines Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
566	Pembroke Pines	N/A	N/A	University Drive	Johnson Street	Pines Boulevard	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
567	Pembroke Pines	N/A	N/A	University Drive	Johnson Street	Pines Boulevard	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
568	Pembroke Pines	N/A	N/A	University Drive	Johnson Street	Pines Boulevard	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
569	Pembroke Pines	14	41.00	Johnson St	NW 85th Way	NW 76th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
570	Pembroke Pines	N/A	N/A	University Drive	Sheridan Street (south leg)	Sheridan Street (south leg)		Transit Amenities	Existing station	Enhanced Bus Stations
571	Pembroke Pines	N/A	N/A	University Drive	Pasadena Boulevard (S)	Pasadena Boulevard (S)	SB	Transit Amenities	Missing amenity	Add bus shelter
572	Pembroke Pines	N/A	N/A	University Drive	Pembroke Road (north leg)	Pembroke Road (north leg)	North leg	Transit Amenities	Existing station	Enhanced Bus Stations
573	Pembroke Pines	15	42.00	Pembroke Rd	SW 86th Avenue	Island Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
574	Pembroke Pines	14	40.00	Taft St	NW 85th Way	NW 76th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
575	Pembroke Pines	N/A	N/A	University Drive	Taft Street	Taft Street	SB	Transit Amenities	Missing amenity	Add bus shelter
576	Pembroke Pines	N/A	N/A	University Drive	Taft Street	Taft Street	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
577	Pembroke Pines	14	12-29	University Drive	Pines Boulevard	Howard C Forman Human Services Center	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
578	Pembroke Pines	14	12-29	University Drive	Pines Boulevard	Howard C Forman Human Services Center	NB, SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
579	Pembroke Pines	14	12-29	University Drive	Pines Boulevard	Howard C Forman Human Services Center	NB, SB	Buffers	No buffer	Add 3' buffer
580	Pembroke Pines	13	21-48	University Drive	Sheridan Street	Sheridan Street	SB, NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
581	Pembroke Pines	13	20-47	University Drive	Sheridan Street	Pasadena Boulevard	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
582	Pembroke Pines	13	20-47	University Drive	Sheridan Street	Pasadena Boulevard	NB	Buffers	No buffer	Add 3' buffer
583	Pembroke Pines	14	12-32	University Drive	Pines Boulevard	Howard C Forman Human Services Center	NB	Sidewalks	No sidewalk access to bus stop (Stop ID: 134)	Install sidewalk connection to bus stop (Stop ID: 134)
584	Pembroke Pines	14	11-27	University Drive	Howard C Forman Human Services Center	Howard C Forman Human Services Center	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Reconfigure approach lanes to provide continuous bike lane
585	Pembroke Pines	14	10-25	University Drive	Howard C Forman Human Services Center	Pembroke Rd	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
586	Pembroke Pines	14	10-25	University Drive	Howard C Forman Human Services Center	Pembroke Rd	NB, SB	Buffers	No buffer	Add 3' buffer
587	Pembroke Pines	14	11-26	University Drive	Howard C Forman Human Services Center	Howard C Forman Human Services Center	NW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
588	Pembroke Pines	14	11-28	University Drive	Howard C Forman Human Services Center	Howard C Forman Human Services Center	SW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
589	Pembroke Pines	14	15-38	University Drive	West French Drive	West French Drive	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
590	Pembroke Pines	14	12-31	University Drive	Pines Boulevard	Howard C Forman Human Services Center	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
591	Pembroke Pines	14	12-30	University Drive	Pines Boulevard	Howard C Forman Human Services Center	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
592	Pembroke Pines	14	16-39	University Drive	Johnson Street	West French Drive	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
593	Pembroke Pines	14	16-39	University Drive	Johnson Street	West French Drive	NB, SB	Buffers	No buffer	Add 3' buffer
594	Pembroke Pines	14	14-37	University Drive	West French Drive	Pines Boulevard	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
595	Pembroke Pines	14	14-37	University Drive	West French Drive	Pines Boulevard	NB, SB	Buffers	No buffer	Add 3' buffer
596	Pembroke Pines	13	19-43	University Drive	Pasadena Boulevard	Taft Street	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
597	Pembroke Pines	13	19-43	University Drive	Pasadena Boulevard	Taft Street	NB	Buffers	No buffer	Add 3' buffer
598	Pembroke Pines	14	10-24	University Drive	Howard C Forman Human Services Center	Pembroke Rd	NB	Sidewalks	No sidewalk access to bus stop (Stop ID: 4745)	Install sidewalk connection to bus stop (Stop ID: 4745)
599	Pembroke Pines	13	17-40	University Drive	Johnson Street	Johnson Street	NW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
600	Pembroke Pines	14	10-241	University Drive	Pembroke Road	Pembroke Rd	NW Corder	Curb radius	High Curb Radius	Reduce Northwest Curb Radius
601	Pembroke Pines	14	13-36	University Drive	Pines Boulevard	Pines Boulevard	SB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
602	Pembroke Pines	14	13-34	University Drive	Pines Boulevard	Pines Boulevard	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk

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603	Pembroke Pines	14	13-35	University Drive	Pines Boulevard	Pines Boulevard	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
604	Pembroke Pines	14	13-33	University Drive	Pines Boulevard	Pines Boulevard	NB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
605	Pembroke Pines	14	13-332	University Drive	Pines Boulevard	Pines Boulevard	NE Corner	Curb Radius	High Curb Radius	Reduce Northeast Curb Radius
606	Pembroke Pines	14	13-331	University Drive	Pines Boulevard	Pines Boulevard	SW Corner	Curb Radius	High Curb Radius	Reduce Southwest Curb Radius
607	Pembroke Pines	13	19-45	University Drive	Pasadena	Taft	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
608	Pembroke Pines	13	19-44	University Drive	Pasadena	Taft	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
609	Pembroke Pines	13	18-42	University Drive	Taft	Johnson Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
610	Pembroke Pines	13	18-41	University Drive	Taft Street	Johnson Street	NB, SB	Bike Lanes	No bike lane	Add buffered bike lane
611	Pembroke Pines	13	18-41	University Drive	Taft Street	Johnson Street	NB	Buffers	No buffer	Add 3' buffer
612	Pembroke Pines	13	12-359	NW 19th Street	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
613	Pembroke Pines	13	12-360	NW 82nd Terrace	Taft Street	NW 19th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
614	Pembroke Pines	13	12-361	NW 17th Court	West NW 82nd Terrace	NW 82nd Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
615	Pembroke Pines	14	13-362	Taft Street	NW 83rd Way	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
616	Pembroke Pines	14	13-363	NW 17th Place	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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617	Pembroke Pines	14	13-364	NW 81st Avenue	Taft Street	NW 15th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
618	Pembroke Pines	14	13-365	NW 15th Court	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
619	Pembroke Pines	14	13-366	NW 15th Street	West of NW 81st Avenue	West of NW 81st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
620	Pembroke Pines	14	13-367	NW 16th Court	Taft Street	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
621	Pembroke Pines	14	13-368	NW 15th Court	NW 79th Ave	NW 77th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
622	Pembroke Pines	14	13-369	NW 15th Street	NW 79th Ave	NW 77th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
623	Pembroke Pines	14	13-370	NW 14th Street	NW 79th Way	NW 77th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
624	Pembroke Pines	14	13-371	NW 12th Street	NW 79th Terrace	NW 78th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
625	Pembroke Pines	14	13-372	NW 11th Court	NW 79th Terrace	NW 78th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
626	Pembroke Pines	14	13-373	NW 11th Street	NW 79th Way	NW 77th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
627	Pembroke Pines	14	13-374	NW 10th Street	NW 79th Way	NW 77th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
628	Pembroke Pines	14	13-375	NW 79th Way	Johnson Street	NW 13th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
629	Pembroke Pines	14	13-376	NW 81st Avenue	Johnson Street	NW 13th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
630	Pembroke Pines	14	13-377	NW 10th Street	West of NW 81st Avenue	West of NW 81st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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631	Pembroke Pines	14	13-378	NW 11th Street	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
632	Pembroke Pines	14	13-379	Tropicana Street	Utopia Drive	Oleander Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
633	Pembroke Pines	14	13-380	NW 12th Street	NW 81st Street	NW 83rd Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
634	Pembroke Pines	14	13-381	NW 79th Terrace	NW 11th Street	NW 13th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
635	Pembroke Pines	14	13-382	NW 79th Terrace	NW 11th Street	NW 13th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
636	Pembroke Pines	14	13-383	NW 13th Street	NW 83rd Way	NW 78th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
637	Pembroke Pines	14	13-384	NW 70th Way/ NW 16th Street	NW 13th Street	NW 79th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
638	Pembroke Pines	14	13-385	NW 79th Terrace	NW 14th Street	NW 16th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
639	Pembroke Pines	14	13-386	N. French Drive	NW 6th Street	NW 7th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
640	Pembroke Pines	14	13-387	French Drive Access	University Drive	N French Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
641	Pembroke Pines	14	13-388	NW 3rd Street/ NW 78th Terrace	Hollywood Boulevard	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
642	Pembroke Pines	14	13-389	NW 78th Terrace	NW 3rd Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
643	Pembroke Pines	14	13-390	S. Airport Road	Oleander Drive	SW 77th Highway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
644	Pembroke Pines	14	13-391	W/E Cypress Drive	SW 83rd Avenue	West Airport Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
645	Pembroke Pines	14	13-392	E Cypress Drive	West of West Airport Road	West of West Airport Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
646	Pembroke Pines	14	13-393	West Airport Road	University Drive	West Airport Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
647	Pembroke Pines	14	13-394	SW 83rd Avenue	South of West Cypress Drive	South of West Cypress Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
648	Pembroke Pines	14	13-395	Florida Avenue	SW 83rd Avenue	Driveway Entrance	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
649	Pembroke Pines	14	13-396	Palm Drive	East Cypress Drive	Hibiscus Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
650	Pembroke Pines	14	13-397	SW 81st Avenue	Cul-de-Sac extension	SW 81st Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
651	Pembroke Pines	14	13-398	SW 81st Avenue	South of South Palm Drive	South of South Palm Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
652	Pembroke Pines	13	19-46	University Drive	Pasadena Boulevard	Taft Street	SB	Sidewalks	Object obstructing sidewalk	Remove object or build 5' clear sidewalk around object
653	Pembroke Pines	N/A	N/A	University Drive	Pembroke Road	Pembroke Road	SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
654	Pembroke Pines	N/A	N/A	University Drive	Sheridan Street	Sheridan Street	NB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
655	Pembroke Pines	N/A	N/A	University Drive	NW 3rd Street	NW 3rd Street	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing signalized mid-block crossing
656	Plantation	9	64-185	University Drive	Sunset Strip	W Sunrise Boulevard	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
657	Plantation	10	63-1821	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	Remove	Crosswalks	No crosswalk	Paint crosswalk
658	Plantation	N/A	N/A	University Drive	Canal 500 feet north of Sunrise Boulevard	Sunrise Boulevard	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
659	Plantation	N/A	N/A	University Drive	Canal 500 feet north of Sunrise Boulevard	Sunrise Boulevard	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
660	Plantation	10	63-182	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	NB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
661	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
662	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	NW,SW,NE,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
663	Plantation	N/A	N/A	University Drive	Sunrise Boulevard	Sunrise Boulevard	NW,SW,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
664	Plantation	N/A	N/A	University Drive	Canal 500 feet north of Sunrise Boulevard	Sunrise Boulevard	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
665	Plantation	N/A	N/A	University Drive	Sunrise Boulevard (S)	Sunrise Boulevard (S)	SB	Transit Amenities	Missing amenity	Add bus shelter
666	Plantation	10	21.00	Sunrise Blvd	West of Lauderdale West Drive	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
667	Plantation	10	9-219	NW 82nd Way	NW 20 Court	Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
668	Plantation	10	9-221	NW 80th Avenue	W Sunrise Boulevard	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
669	Plantation	10	9-222	Access Road	NW 80th Avenue	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
670	Plantation	10	9-223	NW 17th Manor	University Drive	NW 81st Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
671	Plantation	10	9-224	NW 14th Street	NW 81st Terrace	NW 15th Man	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
672	Plantation	10	9-225	NW 81st Avenue	South of NW 14th Street	South of NW 14th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
673	Plantation	10	9-226	NW 80th Way	North and South of NW 14th Street	North and South of NW 14th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
674	Plantation	10	9-227	NW 81st Avenue/NW 80th Terrace	South of NW 14th Street	South of NW 14th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
675	Plantation	10	9-228	Marcano Boulevard	University Drive	Dona Luz Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
676	Plantation	10	9-229	Access Road/Driveway	University Drive	Lake Pointe Lane DG	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
677	Plantation	10	9-230	NW 79th Ave	NW 79th Ave	NW 11th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
678	Plantation	10	9-231	Access Road	S Marcan Boulevard	NW 79th Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
679	Plantation	10	9-232	NW 10th Court	University Drive	NW 81st Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
680	Plantation	10	9-233	NW 81st Terrace	NW 10th Court	cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
681	Plantation	10	9-234	NW 80th Terrace/NW 10th Court	NW 10th Court	NW 81st Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
682	Plantation	10	9-235	NW 80th Way	North of Cleary Boulevard	North of Cleary Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
683	Plantation	10	9-236	NW 79th Terrace	University Drive	Plantation Circle	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
684	Plantation	10	9-237	West Tree Lane/NW 4th Court	East of American Express Way	East of American Express Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
685	Plantation	10	9-238	American Expressway	American Expressway/NW 82nd Avenue Traffic	American Expressway/NW 82nd Avenue Traffic	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
686	Plantation	10	9-239	NW 4th Street	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
687	Plantation	10	9-240	NW 2nd Street	University Drive	NW 76th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
688	Plantation	10	9-250	NW 2nd Place	Green Tree lane	NW 78th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
689	Plantation	10	9-251	Green Tree Lane	NW 2nd Place	Canterbury Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
690	Plantation	10	9-252	Canterbury Lane	Green Tree Lane	NW 78th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
691	Plantation	10	9-253	NW 4th Place	Green Tree Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
692	Plantation	10	9-254	NW 4th Street	Green Tree Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
693	Plantation	10	9-255	NW 3rd Place	Green Tree Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
694	Plantation	10	9-256	NW 79th Street	NW 2nd Place	NW 2nd Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
695	Plantation	10	9-257	NW 5th Street	NW 78th Ave	Access R	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
696	Plantation	10	9-258	NW 78th Ave	NW 3rd Court	NW 5th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
697	Plantation	10	9-259	NW 3rd Court	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
698	Plantation	10	9-260	NW 5th Street	NW 78th Ave	Access Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
699	Plantation	10	9-261	NW 79th Ave	Dead End	Canterbury Lane	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
700	Plantation	10	9-262	NW 78th Ter	Canterbury Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
701	Plantation	10	9-263	NW 8th Street	NW 80th Terrace	NW 82nd Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
702	Plantation	10	9-264	NW 80th Terrace	North of NW 8th Street	North of NW 8th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
703	Plantation	10	9-265	NW 81st Avenue	NW 8th Street	NW 80th Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
704	Plantation	10	9-266	NW 81st Terrace	NW 8th Street	cul-de-sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
705	Plantation	10	9-267	NW 81st Way	Cleary Boulevard	NW 9th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
706	Plantation	10	9-268	NW 8th Manor	West of NW 81st Way	West of NW 81st Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
707	Plantation	10	9-269	NW 82nd Avenue	North of NW 8th Street	North of NW 8th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
708	Plantation	10	9-270	NW 81st Terrace	West of NW 81st Terrace	West of NW 81st Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
709	Plantation	10	9-271	Access Road	NW 8th Street	Cleary Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
710	Plantation	10	9-272	NW 11th Street/NW 79th Ter	NW 79th Drive	NW 12th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
711	Plantation	10	9-273	NW 70th Way	South of NW 12th Street	South of NW 12th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
712	Plantation	10	9-274	Access Road	NW 11th Place	NW 12th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
713	Plantation	10	9-275	NW 12th Street	NW 79th Terrace	NW 11th Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
714	Plantation	10	9-276	NW 11th Manor	University Drive	NW 11th Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
715	Plantation	10	9-277	NW 79th Terrace	NW 79th Terrace	NW 12th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
716	Plantation	10	9-278	NW 79th Drive	NW 11th Street	NW 12th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
717	Plantation	10	9-279	Lake Pointe Lane DG	Lake Pointe Drive	Lake Pointe Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
718	Plantation	10	9-280	Lake Pointe Drive	Lake Pointe Drive	Lake Pointe Lane DG	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
719	Plantation	10	9-281	Lake Pointe Lane	Lake Pointe Drive	Lake Pointe Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
720	Plantation	10	9-282	Lake Pointe Court	Lake Pointe Drive	Lake Pointe Lane DG	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
721	Plantation	10	9-283	Access Road	NW 17th Court	NW 15th Manor	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
722	Plantation	10	9-284	NW 15th Manor	Access Road	NW 81st Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
723	Plantation	10	9-285	NW 81st Way	NW 15th Manor	NW 17th Manor	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
724	Plantation	11	27.00	Broward Blvd	NW 84th Avenue	NW 72nd Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
725	Plantation	N/A	N/A	University Drive	Park Center Lane	Canal north of SR 84	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
726	Plantation	N/A	N/A	University Drive	Park Center Lane	Canal north of SR 84	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
727	Plantation	N/A	N/A	University Drive	Park Center Lane	Canal north of SR 84	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
728	Plantation	N/A	N/A	University Drive	NW 2nd Street	NW 2nd Street	NW	Curb radius	High Curb Radius	Evaluate reducing the curb radii

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
729	Plantation	N/A	N/A	University Drive	Federated Road	Federated Road	NB	Transit Amenities	Missing amenity	Add bus shelter
730	Plantation	N/A	N/A	University Drive	Federated Road	Federated Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
731	Plantation	10	26.00	NW 82nd Ave	Broward Boulevard	NW 82nd Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
732	Plantation	11	28.00	Federated Road	Broward Boulevard	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
733	Plantation	11	29.00	SW 78th Ave	University Drive	Federated Boulevard	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
734	Plantation	11	31.00	Peters Road	SW 82nd Terrace	SW 71st Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
735	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	SB	Transit Amenities	Missing amenity	Add bus shelter
736	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	SB	Transit Amenities	Missing amenity	Add bench
737	Plantation	N/A	N/A	University Drive	Peters Road (N)	Peters Road (N)	NB	Transit Amenities	Missing amenity	Add bus shelter
738	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
739	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	NW,SW,NE,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
740	Plantation	10	60-158	University Drive	N. Marcano Boulevard	Cleary Boulevard	Midblock	Crosswalks	No crosswalk	Paint crosswalk
741	Plantation	10	60-159	University Drive	N. Marcano Boulevard	Cleary Boulevard	In Development	Crosswalks	No crosswalk	Paint crosswalk
742	Plantation	10	59-156	University Drive	Cleary Boulevard	Cleary Boulevard	SB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
743	Plantation	10	59-155	University Drive	Cleary Boulevard	Cleary Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
744	Plantation	10	58-153	University Drive	Cleary Boulevard	NW 5th Street	SB	Buffers	No buffer	Add 3' buffer
745	Plantation	10	56-146	University Drive	NW 5th Street	Park Center Lane	SB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
746	Plantation	10	55-142	University Drive	Park Center Lane	Park Center Lane	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
747	Plantation	10	53-138	University Drive	NW 2nd Street	NW 2nd Street	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
748	Plantation	10	52-136	University Drive	NW 2nd Street	Broward Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
749	Plantation	11	50-132	University Drive	Broward Boulevard	Federate Road	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
750	Plantation	10	62-178	University Drive	W Sunrise Boulevard	N. Marcano Boulevard	SB	Buffers	No buffer	Add 3' buffer
751	Plantation	10	56-143	University Drive	NW 5th Street	Park Center Lane	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
752	Plantation	10	55-140	University Drive	Park Center Lane	Park Center Lane	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
753	Plantation	10	54-139	University Drive	Park Center Lane	NW 2nd Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
754	Plantation	10	53-137	University Drive	NW 2nd Street	NW 2nd Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
755	Plantation	10	52-134	University Drive	NW 2nd Street	Broward Boulevard	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
756	Plantation	10	52-135	University Drive	NW 2nd Street	Broward Boulevard	SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
757	Plantation	11	51-133	University Drive	Broward Boulevard	Broward Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
758	Plantation	11	50-131	University Drive	Broward Boulevard	Federate Road	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
759	Plantation	10	63-1811	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	SB Leg	Turn lane	Congestion	Extend southbound left turn lane to provide additional left turn vehicle capacity
760	Plantation	10	63-181	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	SB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
761	Plantation	10	63-180	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
762	Plantation	10	55-141	University Drive	Park Center Lane	Park Center Lane	NW Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
763	Plantation	11	52-1361	University Drive	Broward Boulevard	Broward Boulevard	SB Leg	Turn Lane	Congestion	Extend southbound left turn lane to provide additional left turn vehicle capacity
764	Plantation	11	51-1331	University Drive	Broward Boulevard	Broward Boulevard	SE Corner	Curb Radius	High Curb Radius	Reduce southeast curb radius
765	Plantation	10	62-174	University Drive	W Sunrise Boulevard	N. Marcano Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
766	Plantation	10	62-173	University Drive	W Sunrise Boulevard	N. Marcano Boulevard	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
767	Plantation	10	62-175	University Drive	W Sunrise Boulevard	N. Marcano Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
768	Plantation	10	61-172	University Drive	N. Marcano Boulevard	N. Marcano Boulevard	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
769	Plantation	10	60-160	University Drive	N. Marcano Boulevard	Cleary Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
770	Plantation	10	60-168	University Drive	N. Marcano Boulevard	Cleary Boulevard	In Development (Access Road)	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
771	Plantation	10	60-167	University Drive	N. Marcano Boulevard	Cleary Boulevard	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
772	Plantation	10	60-163	University Drive	N. Marcano Boulevard	Cleary Boulevard	In Development	Crosswalks	No crosswalk	Paint crosswalk
773	Plantation	10	58-151	University Drive	Cleary Boulevard	NW 5th Street	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
774	Plantation	10	58-150	University Drive	Cleary Boulevard	NW 5th Street	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
775	Plantation	10	58-152	University Drive	Cleary Boulevard	NW 5th Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
776	Plantation	10	57-149	University Drive	NW 5th Street	NW 5th Street	Mid Block (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
777	Plantation	10	57-147	University Drive	NW 5th Street	NW 5th Street	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
778	Plantation	10	56-144	University Drive	NW 5th Street	Park Center Lane	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
779	Plantation	10	56-145	University Drive	NW 5th Street	Park Center Lane	EB Leg (Access Road)	Crosswalks	No crosswalk	Paint crosswalk
780	Plantation	10	62-177	University Drive	W Sunrise Boulevard	N. Marcano Boulevard	SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
781	Plantation	10	61-170	University Drive	N. Marcano Boulevard	N. Marcano Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
782	Plantation	10	60-157	University Drive	N. Marcano Boulevard	Cleary Boulevard	Access Road	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
783	Plantation	10	58-154	University Drive	Cleary Boulevard	NW 5th Street	SB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
784	Plantation	10	57-148	University Drive	NW 5th Street	NW 5th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
785	Plantation	12	44-118	University Drive	Peters Road	SR 84	NB	Buffers	Buffer is guardrail/fence	Remove fence
786	Plantation	12	44-119	University Drive	Peters Road	SR 84	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
787	Plantation	10	61-171	University Drive	N. Marcano Boulevard	N. Marcano Boulevard	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
788	Plantation	10	60-162	University Drive	N. Marcano Boulevard	Cleary Boulevard	NB, SB	Sidewalks	Sidewalk uneven/noncontinuous	Rebuild 6' sidewalk
789	Plantation	11	49-130	University Drive	Federate Road	Federate Road	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
790	Plantation	11	49-129	University Drive	Federate Road	Federate Road	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
791	Plantation	11	48-128	University Drive	Federate Road	The Fountains	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
792	Plantation	11	47-126	University Drive	The Fountains	The Fountains	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
793	Plantation	11	46-123	University Drive	The Fountains	Peters Road	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
794	Plantation	11	30.00	SW 6th St	East of Pine Island Road	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
795	Plantation	11	48-127	University Drive	Federate Road	The Fountains	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
796	Plantation	11	47-125	University Drive	The Fountains	The Fountains	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
797	Plantation	11	46-122	University Drive	The Fountains	Peters Road	NB	Sidewalks	No Sidewalks	Construct 6' sidewalk 3' away from curb
798	Plantation	11	46-122	University Drive	The Fountains	Peters Road	NB	Buffers	No buffer	Add 3' buffer

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799	Plantation	11	46-124	University Drive	The Fountains	Peters Road	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
800	Plantation	11	45-120	University Drive	Peters Road	Peters Road	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
801	Plantation	11	45-121	University Drive	Peters Road	Peters Road	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
802	Plantation	12	44-116 44-115 44-114	University Drive	Peters Road	SR 84	NB, SB	Sidewalks	Narrow sidewalk / Sidewalk diverges from road	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
803	Plantation	N/A	N/A	University Drive	Cleary Boulevard	Cleary Boulevard	NB	Transit Amenities	Missing amenity	Add bus shelter
804	Plantation	N/A	N/A	University Drive	NW 11th Place - (Lakepoint)	NW 11th Place - (Lakepoint)	SB	Transit Amenities	Missing amenity	Add bus shelter
805	Plantation	N/A	N/A	University Drive	S Marcano Boulevard (S)	S Marcano Boulevard (S)	SB	Transit Amenities	Missing amenity	Add bus shelter
806	Plantation	N/A	N/A	University Drive	Cleary Boulevard	Cleary Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
807	Plantation	11	10-241	NW 78th Ave	NW 2nd Street	Dead End	NW Corder	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
808	Plantation	N/A	N/A	University Drive	N Marcano Boulevard	N Marcano Boulevard	NB	Transit Amenities	Missing amenity	Add bus shelter
809	Plantation	N/A	N/A	University Drive	N Marcano Boulevard (N)	N Marcano Boulevard (N)	SB	Transit Amenities	Missing amenity	Add bus shelter
810	Plantation	N/A	N/A	University Drive	NW 5th Street	NW 5th Street	SB	Transit Amenities	Missing amenity	Add bus shelter
811	Plantation	10	22.00	NW 5th St	University Drive	NW 74th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
812	Plantation	10	23.00	American Expy	NW 87th Avenue	Cleary Blvd	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
813	Plantation	10	24.00	Cleary Blvd	NW 87th Avenue	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
814	Plantation	10	25.00	NW 87th Ave	NW 3rd Court	Cleary Blvd	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
815	Plantation	11	10-242	NW 3rd Court	West of NW 82nd Avenue - Access to Parking Lot	West of NW 82nd Avenue - Access to Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
816	Plantation	11	10-243	Executive Pavilion Way	Broward Boulevard	NW 82nd Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
817	Plantation	11	10-244	NW 1st Street	University Drive	NW 76th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
818	Plantation	11	10-245	NW 78th Ave	Broward Boulevard	NW 1st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
819	Plantation	11	10-246	NW 1st Court	NW 76th Ave	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
820	Plantation	11	10-247	NW 75th Way	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
821	Plantation	11	10-248	NW 75th Ave	Broward Boulevard	NW 75th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
822	Plantation	11	10-249	NW 78th Terrace	North of NW 2nd Place	North of NW 2nd Place	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
823	Plantation	11	10-286	Federated Road	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
824	Plantation	11	10-287	SW 6th Street	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
825	Plantation	11	10-288	University Drive	Access Road	Shopping Center	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
826	Plantation	11	10-289	SW 8th Street	University Drive	Shopping Center	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
827	Plantation	11	10-290	SW 10th Street	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
828	Plantation	11	10-291	SW 74th Ave	SW 11th Street	SW 9th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
829	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	NB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
830	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	NB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
831	Plantation	N/A	N/A	University Drive	Sunrise Boulevard	Sunrise Boulevard	NB,SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
832	Plantation	N/A	N/A	University Drive	Cleary Boulevard	Cleary Boulevard	N/A	Traffic Operations	Signal phasing not allowing for optimized capacity	Remove split phasing; EBL and WBL run exclusively
833	Plantation	N/A	N/A	University Drive	N Marcano Boulevard	N Marcano Boulevard	N/A	Traffic Operations	Signal phasing not allowing for optimized capacity	Remove split phasing; EBL and WBL run exclusively
834	Plantation	N/A	N/A	University Drive	NW 2nd Street	NW 2nd Street	N/A	Traffic Operations	Signal phasing not allowing for optimized capacity	Remove split phasing
835	Plantation	N/A	N/A	University Drive	Broward Boulevard	Federated Road	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing signalized mid-block crossing
836	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	SB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
837	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
838	Plantation	N/A	N/A	University Drive	Broward Boulevard	Broward Boulevard	SB Leg	Traffic Operations	Congestion	Evaluate left-turn lane extension
839	Plantation	N/A	N/A	University Drive	NW 2nd Street	NW 2nd Street	SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
840	Plantation	N/A	N/A	University Drive	NW 2nd Street	NW 2nd Street	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
841	Plantation	N/A	N/A	University Drive	NW 3rd Street / Park Center Lane	NW 3rd Street / Park Center Lane	SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
842	Plantation	N/A	N/A	University Drive	NW 3rd Street/Park Center Lane	NW 3rd Street/Park Center Lane	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
843	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	SB,WB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
844	Plantation	N/A	N/A	University Drive	Peters Road	Peters Road	SB,WB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
845	Plantation	N/A	N/A	University Drive	Sunrise Boulevard	Sunrise Boulevard	EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
846	Plantation	N/A	N/A	University Drive	Sunrise Boulevard	Sunrise Boulevard	EB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
847	Plantation	N/A	N/A	University Drive	Sunrise Boulevard	Sunrise Boulevard	SB Leg	Traffic Operations	Congestion	Evaluate left-turn lane extension
848	Plantation	N/A	N/A	University Drive	SW 13th Place	SW 13th Place	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing signalized mid-block crossing
849	Plantation	N/A	N/A	University Drive	SW Hortense Lane	SW Hortense Lane	SB,EB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
850	Plantation	N/A	N/A	University Drive	SW Hortense Lane	SW Hortense Lane	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
851	Sunrise	8	76-406	University Drive	NW 42nd Place	Springtree Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
852	Sunrise	8	76-402	University Drive	NW 42nd Place	Springtree Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
853	Sunrise	8	76-407	University Drive	NW 42nd Place	Springtree Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
854	Sunrise	8	76-400	University Drive	NW 42nd Place	Springtree Drive	WB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
855	Sunrise	8	76-408	University Drive	NW 42nd Place	Springtree Drive	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
856	Sunrise	8	76-401	University Drive	NW 42nd Place	Springtree Drive	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
857	Sunrise	8	75-307	University Drive	Springtree Drive	Springtree Drive	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
858	Sunrise	8	76-403	University Drive	NW 42nd Place	Springtree Drive	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
859	Sunrise	8	75-309	University Drive	Springtree Drive	Springtree Drive	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
860	Sunrise	8	74-305	University Drive	Springtree Drive	W Oakland Park Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
861	Sunrise	8	73-304	University Drive	W Oakland Park Boulevard	W Oakland Park Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
862	Sunrise	N/A	N/A	University Drive	Oakland Park Boulevard (N)	Oakland Park Boulevard (N)	SB	Transit Amenities	Missing amenity	Add bus shelter
863	Sunrise	N/A	N/A	University Drive	Oakland Park Boulevard (N)	Oakland Park Boulevard (N)	SB	Transit Amenities	Missing amenity	Add bench
864	Sunrise	8	75-308	University Drive	Springtree Drive	Springtree Drive	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
865	Sunrise	8	74-306	University Drive	Springtree Drive	W Oakland Park Boulevard	SW Corner	Sidewalks	Object obstructing sidewalk	Remove object or build 5' clear sidewalk around object
866	Sunrise	N/A	N/A	University Drive	Oakland Park Boulevard	Oakland Park Boulevard	NW,SW,NE,SE	Curb radius	High Curb Radius	Evaluate reducing the curb radii
867	Sunrise	N/A	N/A	University Drive	Oakland Park Boulevard	Oakland Park Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
868	Sunrise	8	77-410	University Drive	NW 42nd Place	NW 42nd Place	EB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
869	Sunrise	8	77-411	University Drive	NW 42nd Place	NW 42nd Place	Midblock	Crosswalks	No crosswalk	Paint crosswalk
870	Sunrise	8	76-404	University Drive	NW 42nd Place	Springtree Drive	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
871	Sunrise	8	77-409	University Drive	NW 42nd Place	NW 42nd Place	SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
872	Sunrise	8	76-405	University Drive	NW 42nd Place	Springtree Drive	NB, SB	Sidewalks	Narrow sidewalk	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
873	Sunrise	9	72-300	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
874	Sunrise	9	72-300	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
875	Sunrise	9	72-301	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
876	Sunrise	9	72-302	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
877	Sunrise	9	72-302	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
878	Sunrise	9	69-204	University Drive	NW 27th Place	NW 27th Place	All	Traffic Operations	No pedestrian signals	Install pedestrian signal
879	Sunrise	9	69-205	University Drive	NW 27th Place	NW 27th Place	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
880	Sunrise	9	67-198	University Drive	NW 25th Court	NW 25th Court	All	Traffic Operations	No pedestrian signals	Install pedestrian signal
881	Sunrise	9	67-200	University Drive	NW 25th Court	NW 25th Court	SB Leg	Crosswalks	No crosswalk	Paint crosswalk
882	Sunrise	9	64-184	University Drive	Sunset Strip	W Sunrise Boulevard	Midblock	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
883	Sunrise	9	71-208	University Drive	Sunrise Lakes Boulevard	Sunrise Lakes Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
884	Sunrise	9	70-206	University Drive	Sunrise Lakes Boulevard	NW 27th Place	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
885	Sunrise	9	69-203	University Drive	NW 27th Place	NW 27th Place	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
886	Sunrise	9	68-201	University Drive	NW 27th Place	NW 25th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
887	Sunrise	9	68-202	University Drive	NW 27th Place	NW 25th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
888	Sunrise	9	67-199	University Drive	NW 25th Court	NW 25th Court	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
889	Sunrise	9	66-191	University Drive	NW 25th Court	Sunset Strip	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
890	Sunrise	9	64-183	University Drive	Sunset Strip	W Sunrise Boulevard	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
891	Sunrise	9	71-209	University Drive	Sunrise Lakes Boulevard	Sunrise Lakes Boulevard	NE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
892	Sunrise	9	71-207	University Drive	Sunrise Lakes Boulevard	Sunrise Lakes Boulevard	SE Corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
893	Sunrise	9	66-196	University Drive	NW 25th Court	Sunset Strip	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
894	Sunrise	9	66-197	University Drive	NW 25th Court	Sunset Strip	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
895	Sunrise	9	66-195	University Drive	NW 25th Court	Sunset Strip	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
896	Sunrise	9	66-194	University Drive	NW 25th Court	Sunset Strip	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
897	Sunrise	9	66-193	University Drive	NW 25th Court	Sunset Strip	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
898	Sunrise	9	66-192	University Drive	NW 25th Court	Sunset Strip	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
899	Sunrise	9	65-190	University Drive	Sunset Strip	Sunset Strip	NW Corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
900	Sunrise	9	65-188	University Drive	Sunset Strip	Sunset Strip	SE Corner	Curb Cuts	Pedestrian ramp uneven	Rebuild pedestrian ramp
901	Sunrise	9	64-183	University Drive	Sunset Strip	W Sunrise Boulevard	NB, SB	Bike Lanes	Bike lane paint worn	Restripe bike lane
902	Sunrise	9	64-186	University Drive	Sunset Strip	W Sunrise Boulevard	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
903	Sunrise	9	64-187	University Drive	Sunset Strip	W Sunrise Boulevard	WB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
904	Sunrise	10	63-189	University Drive	W Sunrise Boulevard	W Sunrise Boulevard	EB Leg	Crosswalks	Crosswalk paint worn	Restripe crosswalk
905	Sunrise	9	72-303	University Drive	W Oakland Park Boulevard	Sunrise Lakes Boulevard	NB, SB	Bike Lanes	Reduced at bridge, intersection, or driveway	Consider building a ramp for bicycles to travel on sidewalk or building a bridge for bicycles next to existing bridge
906	Sunrise	N/A	N/A	University Drive	Oakland Park Boulevard	Oakland Park Boulevard	NB, SB	Transit Amenities	N/A	Bus Islands
907	Sunrise	8	7-165	NW 77th Terrace	Parking Lot Access	Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
908	Sunrise	8	7-166	NW 44th Street	Parking Lot Access	Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
909	Sunrise	8	7-167	NW 42nd Place	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
910	Sunrise	8	7-168	NW 42nd Place	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
911	Sunrise	8	7-169	NW 42nd Place	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
912	Sunrise	8	7-170	NW 79th Ave	University Drive	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
913	Sunrise	8	7-172	NW 41st Street/NW 78th Avenue	South of NW 41st Court	South of NW 41st Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
914	Sunrise	8	7-173	Grande Street/ Sierra Ter	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
915	Sunrise	8	7-174	NW 76th Ave	Within Access Road	Within Access Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
916	Sunrise	8	7-175	NW 39th Street	University Drive	NW 76th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
917	Sunrise	8	7-176	NW 79th Avenue	South of NW 44th Street - Service Road	South of NW 44th Street - Service Road	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
918	Sunrise	8	7-177	NW 75th Terrace	NW 38th Court	NW 37th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
919	Sunrise	8	7-178	Dambrakas Way	W. Atrium Way	Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
920	Sunrise	8	7-181	NW 39th Court/NW 77th Ave	NW 39th Street	Parking Lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
921	Sunrise	8	7-182	NW 76th Ter	Parking Lot	NW 39th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
922	Sunrise	8	7-183	Grande Street	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
923	Sunrise	8	7-184	Grande Street	University Drive	Driveway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
924	Sunrise	8	7-185	NW 41st Street/Balboa Street	1/4 mile Buffer (west)	Sierra Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
925	Sunrise	8	7-192	NW 57th Place	NW 74th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
926	Sunrise	8	7-195	NW 82nd Avenue/NW 82nd Terrace/NW 36th	South of Springtree Drive	South of Springtree Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
927	Sunrise	8	7-196	Atrium Way	University Drive	W Oakland Park Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
928	Sunrise	9	8-220	NW 81st Avenue	W Oakland Park Boulevard	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
929	Sunrise	9	8-197	Access Road	Within Parking lot	Within Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
930	Sunrise	9	8-198	Access Road	Within Parking lot	Within Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
931	Sunrise	9	8-199	Sunrise Lakes Boulevard	Extension North of Sunrise Lakes Boulevard	Extension North of Sunrise Lakes Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
932	Sunrise	9	8-200	Sunrise Lakes Boulevard	Parking Lot Access	Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
933	Sunrise	9	8-201	Sunrise Lakes Boulevard	Parking Lot Access	Parking Lot Access	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
934	Sunrise	9	8-202	Sunrise Lakes Boulevard	West of University Drive	West of University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
935	Sunrise	9	8-203	Sunrise Lakes Drive	NW 30th Place	Sunrise Lakes Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
936	Sunrise	9	8-204	NW 80th Ave	NW 27th Street	NW 28th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
937	Sunrise	9	8-205	NW 28th Ave	E. Sunrise Lakes Drive	NW 80th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
938	Sunrise	9	8-206	NW 27th Court	E. Sunrise Lakes Drive	NW 80th Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
939	Sunrise	9	8-207	NW 27th Street	Aragon Boulevard	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
940	Sunrise	9	8-208	NW 26th Street	West of NW 83rd Street	West of NW 83rd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
941	Sunrise	9	8-209	NW 25th Court	NW 83rd Avenue	N University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
942	Sunrise	9	8-210	NW 25th Place	Service road	NW 81st Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
943	Sunrise	9	8-211	NW 23rd Street	NW 81st Terrace	NW 81st Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
944	Sunrise	9	8-212	NW 24th Street	NW 23rd Street	NW 81st Ter	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
945	Sunrise	9	8-213	NW 22nd Place	Mall Parking Lot	NW 81st Ter	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
946	Sunrise	9	65-189	University Drive	Sunset Strip	Sunset Strip	Off Corridor	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
947	Sunrise	10	9-214	NW 82nd Ave	Sunset Strip	NW 81st Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
948	Sunrise	10	9-215	NW 21st Court	Sunset Strip	1/4 mile buffer	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
949	Sunrise	10	9-216	NW 21st Street	NW 82nd Way	1/4 mile Buffer	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
950	Sunrise	10	9-217	NW 82nd Terrace	NW 21st Street	Sunset Strip	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
951	Sunrise	10	9-218	NW 20th Court	NW 82nd Way	1/4 mile Buffer	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
952	Sunrise	N/A	N/A	University Drive	Springtree Drive	Canal 500 feet north of Sunrise Boulevard	NB, SB	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
953	Sunrise	N/A	N/A	University Drive	Springtree Drive	Canal 500 feet north of Sunrise Boulevard	NB, SB	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting
954	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	SB	Transit Amenities	Missing amenity	Add bus shelter
955	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	SB	Transit Amenities	Missing amenity	Add bus shelter
956	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	SB	Transit Amenities	Missing amenity	Add bench
957	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	SB	Transit Amenities	Missing amenity	Add bench
958	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	SB	Transit Amenities	Missing amenity	Add pad
959	Sunrise	N/A	N/A	University Drive	Springtree Drive	Canal 500 feet north of Sunrise Boulevard	NB, SB	Access Management	Curb cuts	Consolidate & narrow driveways
960	Sunrise	N/A	N/A	University Drive	Sunset Strip	Sunset Strip	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
961	Sunrise	N/A	N/A	University Drive	Sunset Strip	Sunset Strip	NE Corner	Transit Amenities	N/A	Community Hub
962	Sunrise	9	20.00	Sunset Strip	University Drive	West of NW 85th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
963	Sunrise	N/A	N/A	University Drive	NW 44th Street (south leg)	NW 44th Street (south leg)	South leg	Transit Amenities	Existing station	Enhanced Bus Stations
964	Sunrise	N/A	N/A	University Drive	NW 39th Street	NW 39th Street	NB	Transit Amenities	Missing amenity	Add bus shelter
965	Sunrise	N/A	N/A	University Drive	NW 39th Street	NW 39th Street	NB	Transit Amenities	Missing amenity	Add bench
966	Sunrise	N/A	N/A	University Drive	NW 41st Court	NW 41st Court	SB	Transit Amenities	Missing amenity	Add bench

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
967	Sunrise	N/A	N/A	University Drive	NW 41st Court	NW 41st Court	SB	Transit Amenities	Missing amenity	Add pad
968	Sunrise	N/A	N/A	University Drive	NW 41st Court Spring Crest	NW 41st Court Spring Crest	SB	Transit Amenities	Missing amenity	Add bus shelter
969	Sunrise	N/A	N/A	University Drive	NW 41st Court Spring Crest	NW 41st Court Spring Crest	SB	Transit Amenities	Missing amenity	Add bench
970	Sunrise	N/A	N/A	University Drive	NW 41st Court	NW 41st Court	SB	Transit Amenities	Missing amenity	Add bus shelter
971	Sunrise	8	19.00	Springtree Dr	NW 40th Court	University Drive	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
972	Sunrise	N/A	N/A	University Drive	Del Rio Village	Del Rio Village	NB	Transit Amenities	Missing amenity	Add bus shelter
973	Sunrise	N/A	N/A	University Drive	Del Rio Village	Del Rio Village	NB	Transit Amenities	Missing amenity	Add bench
974	Sunrise	N/A	N/A	University Drive	NW 27th Place	NW 27th Place	NB, SB	Traffic Operations	No pedestrian crossing	Evaluate implementing signalized mid-block crossing
975	Sunrise	N/A	N/A	University Drive	NW 27th Place	NW 27th Place	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
976	Sunrise	N/A	N/A	University Drive	NW 27th Place (Emergency Signal)	NW 27th Place (Emergency Signal)	SB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
977	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	NB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
978	Sunrise	N/A	N/A	University Drive	Springtree Drive	Springtree Drive	NB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
979	Sunrise	N/A	N/A	University Drive	Sunset Strip	Sunset Strip	WB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
980	Sunrise	N/A	N/A	University Drive	Sunset Strip	Sunset Strip	WB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
981	Tamarac	6	93-476	University Drive	Pedestrian Bridge	NW 72nd Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
982	Tamarac	6	93-472	University Drive	Pedestrian Bridge	NW 72nd Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
983	Tamarac	6	93-471	University Drive	Pedestrian Bridge	NW 72nd Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
984	Tamarac	6	93-473	University Drive	Pedestrian Bridge	NW 72nd Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
985	Tamarac	6	93-474	University Drive	Pedestrian Bridge	NW 72nd Street	SE corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
986	Tamarac	6	93-475	University Drive	Pedestrian Bridge	NW 72nd Street	NE corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
987	Tamarac	6	92-470	University Drive	NW 72nd Street	NW 72nd Street	NW corner	Curb Cuts	Ped ramp angles into intersection	Rebuild pedestrian ramps to angle into crosswalk
988	Tamarac	6	95-479	University Drive	NW 78th Street	NW 78th Street	NB Leg	Crosswalks	No crosswalk	Paint crosswalk
989	Tamarac	6	91-468	University Drive	NW 72nd Street	W McNab Road	WB Leg	Crosswalks	No crosswalk	Paint crosswalk
990	Tamarac	7	90-464	University Drive	W McNab Road	NW 64th Street	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
991	Tamarac	7	90-466	University Drive	W McNab Road	NW 64th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
992	Tamarac	7	90-465	University Drive	W McNab Road	NW 64th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
993	Tamarac	7	89-463	University Drive	NW 64th Street	NW 64th Street	Midblock	Crosswalks	No crosswalk	Paint crosswalk
994	Tamarac	7	88-460	University Drive	NW 64th Street	NW 61st Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
995	Tamarac	7	88-461	University Drive	NW 64th Street	NW 61st Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
996	Tamarac	7	88-459	University Drive	NW 64th Street	NW 61st Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
997	Tamarac	7	86-455	University Drive	NW 61st Street	NW 58th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
998	Tamarac	7	84-452	University Drive	NW 58th Street	W Commercial Blvd	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
999	Tamarac	7	84-451	University Drive	NW 58th Street	W Commercial Blvd	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1000	Tamarac	7	84-450	University Drive	NW 58th Street	W Commercial Blvd	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1001	Tamarac	6	95-482	University Drive	NW 78th Street	NW 78th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1002	Tamarac	6	94-478	University Drive	NW 78th Street	Pedestrian Bridge	NB, SB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1003	Tamarac	6	92-469	University Drive	NW 72nd Street	NW 72nd Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1004	Tamarac	7	89-462	University Drive	NW 64th Street	NW 64th Street	NB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1005	Tamarac	7	88-458	University Drive	NW 64th Street	NW 61st Street	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1006	Tamarac	7	87-457	University Drive	NW 61st Street	NW 61st Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1007	Tamarac	7	86-456	University Drive	NW 61st Street	NW 58th Street	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1008	Tamarac	7	85-453	University Drive	NW 58th Street	NW 58th Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1009	Tamarac	7	84-449	University Drive	NW 58th Street	W Commercial Blvd	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1010	Tamarac	6	95-481	University Drive	NW 78th Street	NW 78th Street	NW corner	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
1011	Tamarac	6	91-467	University Drive	W McNab Road	W McNab Road	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1012	Tamarac	7	83-447	University Drive	W Commercial Blvd	W Commercial Blvd	SB	Crosswalks	Pedestrian refuge needed in crossing	Construct pedestrian refuge
1013	Tamarac	7	83-448	University Drive	W Commercial Blvd	W Commercial Blvd	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1014	Tamarac	7	83-4471	University Drive	W Commercial Blvd	W Commercial Blvd	SW Corner	Curb Radius	High Curb Radius	Reduce Southwest Curb Radius
1015	Tamarac	7	83-4472	University Drive	W Commercial Blvd	W Commercial Blvd	NW Corner	Curb Radius	High Curb Radius	Reduce Northwest Curb Radius
1016	Tamarac	7	83-4473	University Drive	W Commercial Blvd	W Commercial Blvd	NE Corner	Curb Radius	High Curb Radius	Reduce Northeast Curb Radius
1017	Tamarac	6	95-480	University Drive	NW 78th Street	NW 78th Street	SE corner	Traffic Operations	No pedestrian signals	Install pedestrian signal in association with new crosswalk on NB leg
1018	Tamarac	7	7-193	NW 74th Avenue	NW 59th Street	NW 62nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1019	Tamarac	7	6-453	Brookwood Boulevard	NW 64th Street	NW 68th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1020	Tamarac	8	7-194	NW 82nd Terrace	NW 82nd Avenue	NW 36th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1021	Tamarac	N/A	N/A	University Drive	Commercial Boulevard	Within activity area vicinity	Surrounding area	Bike lane	Lack of speed appropriate bicycle network	Install speed-appropriate bicycle network along University Drive
1022	Tamarac	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	Surrounding area	Lighting	No or limited pedestrian lighting	Install pedestrian scale lighting

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1023	Tamarac	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	Surrounding area	Access Management	Curb cuts	Consolidate & narrow driveways
1024	Tamarac	N/A	N/A	University Drive	Commercial Boulevard (north leg)	Commercial Boulevard (north leg)	NW	Curb radius	High Curb Radius	Evaluate reducing the curb radii
1025	Tamarac	N/A	N/A	University Drive	Commercial Boulevard (north leg)	Commercial Boulevard (north leg)	North leg	Transit Amenities	Existing station	Enhanced Bus Stations
1026	Tamarac	N/A	N/A	University Drive	McNab Road	McNab Road	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
1027	Tamarac	6	5-125	Carissa Court	Now 72nd Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1028	Tamarac	6	5-132	NW 78th Terrace	NW 71st Court	NW 70th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1029	Tamarac	7	14.00	W McNab Rd	West of Lagos de Campo Boulevard	NW 70th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
1030	Tamarac	N/A	N/A	University Drive	NW 72nd Street - (University Hosp)	NW 72nd Street - (University Hosp)	SB	Transit Amenities	Missing amenity	Add bus shelter
1031	Tamarac	N/A	N/A	University Drive	NW 76th Street - (Tamarac Park)	NW 76th Street - (Tamarac Park)	SB	Transit Amenities	Missing amenity	Add bus shelter
1032	Tamarac	6	95-484	University Drive	Community Entrance 1	NW 78th Street	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1033	Tamarac	N/A	N/A	University Drive	Southgate Boulevard	Southgate Boulevard	NB, SB	Transit Amenities	Existing station	Enhanced Bus Stations
1034	Tamarac	5	99-495	University Drive	Southgate Boulevard	NW 82nd Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1035	Tamarac	5	99-492	University Drive	Southgate Boulevard	NW 82nd Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1036	Tamarac	5	99-493	University Drive	Southgate Boulevard	NW 82nd Street	WB Leg	Crosswalks	No crosswalk	Paint crosswalk

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1037	Tamarac	5	99-494	University Drive	Southgate Boulevard	NW 82nd Street	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1038	Tamarac	6	97-489	University Drive	NW 82nd Street	Community Entrance	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1039	Tamarac	6	96-486	University Drive	Community Entrance 1	Community Entrance 1	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1040	Tamarac	6	96-487	University Drive	Community Entrance 1	Community Entrance 1	NB Leg, SB Leg	Crosswalks	No crosswalk	Paint crosswalk
1041	Tamarac	6	95-485	University Drive	Community Entrance 1	NW 78th Street	EB Leg	Crosswalks	No crosswalk	Paint crosswalk
1042	Tamarac	5	4-90	Shadowwood Lane	NW 5th Street	Shadowwood Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1043	Tamarac	5	4-91	NW 94th Lane	Riverside Drive	NW 5th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1044	Tamarac	5	98-491	University Drive	NW 82nd Street	NW 82nd Street	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach
1045	Tamarac	5	4-92	NW 2nd Place	Across University Drive	Across University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1046	Tamarac	5	4-93	SW 1st Court	NW 95th Lane	NW 99th Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1047	Tamarac	6	4-89	NW 44th Street	NW 99th Way	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1048	Tamarac	6	6-157	NW 85th street	NW 85th Court	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1049	Tamarac	6	6-158	NW 85th Court	NW 85th Street	Southgate Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1050	Tamarac	6	12.00	NW 82nd Street/NW 70th Ave	W McNab Road	NW 80th Avenue	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1051	Tamarac	6	5-89	Southgate Boulevard Access	Driveway	Driveway	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1052	Tamarac	6	5-90	NW 83rd Street	Parking lot	Parking lot	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1053	Tamarac	6	5-91	NW 83rd Street	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1054	Tamarac	6	5-92	Cassia Terrace	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1055	Tamarac	6	5-93	Nutmeg Way/Nutmeg Court	NW 82nd Street	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1056	Tamarac	6	5-94	University Drive (Development Access)	University Drive	University Drive	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1057	Tamarac	6	5-95	Hibiscus Circle	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1058	Tamarac	6	97-488	University Drive	NW 82nd Street	Community Entrance	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1059	Tamarac	6	5-96	Hibiscus Court	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1060	Tamarac	6	5-119	NW 74th Ave/NW 73rd Ter	NW 77th Street	NW 77th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1061	Tamarac	6	5-120	NW 78th Avenue/NW 73rd Street	NW 78th Street	NW 73rd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1062	Tamarac	6	5-152	NW 75th Ave	NW 75th Street	NW 76th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1063	Tamarac	6	5-153	NW 74th Ave	NW 75th Street	NW 76th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1064	Tamarac	6	5-154	NW 73rd Ter	NW 75th Street	NW 76th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1065	Tamarac	6	5-155	NW 76h Court	NW 74th Terrace	73rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1066	Tamarac	6	5-156	NW 74th Ter	NW 75th Street	NW 76th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1067	Tamarac	6	5-121	NW 78th Avenue	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1068	Tamarac	6	5-122	Solandra Lane	Off NW 72nd Street	Off NW 72nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1069	Tamarac	6	5-123	Western Way	Off NW 72nd Street	Off NW 72nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1070	Tamarac	6	5-124	Mimosa Way	Off NW 72nd Street	Off NW 72nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1071	Tamarac	6	5-126	Mimosa Way	Off NW 72nd Street	Off NW 72nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1072	Tamarac	6	5-127	Canella Court	Off NW 72nd Street	Off NW 72nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1073	Tamarac	6	5-131	NW 71st Court/NW 78th Avenue/NW 78th Court	East of NW 79th Avenue	East of NW 79th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1074	Tamarac	6	5-133	NW 71st Street	NW 78th Terrace	NW 78th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1075	Tamarac	6	5-151	NW 75th Street	NW 75th Ave	73rd Terrace	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1076	Tamarac	7	6-128	Marlberry Lane	Brookwood Boulevard	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1077	Tamarac	7	6-129	Latana Lane	Brookwood Boulevard	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1078	Tamarac	7	6-130	Nadina Lane	Lantana Lane	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

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Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1079	Tamarac	7	6-118	NW 60th Street	NW 74th Ave	1/4 mile buffer	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1080	Tamarac	7	6-134	NW 73rd Ave	NW 63rd Street	Dead End	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1081	Tamarac	7	6-135	Landing Street	University Drive	Landings way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1082	Tamarac	7	6-136	Colony Circle	Inside Development	Inside Development	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1083	Tamarac	7	6-137	Fairview Drive	Cul-de-Sac	Cul-de-Sac	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1084	Tamarac	7	6-138	NW 77th Way	North of 61st Street	North of 61st Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1085	Tamarac	7	6-140	NW 61st Street	NW 74th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1086	Tamarac	7	6-141	NW 62nd Street	NW 74th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1087	Tamarac	7	6-142	NW 73RD TERRACE	NW 61st Street	NW 62nd Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1088	Tamarac	7	6-143	NW 63rd street	NW 74th Ave	NW 72nd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1089	Tamarac	7	6-144	NW 64th Street	University Drive	Brookwood Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1090	Tamarac	7	6-145	NW 74th Ave	NW 63rd Street	NW 68th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1091	Tamarac	7	6-146	NW 64th Court	NW 74th Ave	Brookwood Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1092	Tamarac	7	6-147	Now 65th Street	NW 74th Ave	Brookwood Boulevard	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1093	Tamarac	7	6-148	NW 72nd Ave	Dead End	NW 67th Street	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1094	Tamarac	7	6-149	NW 68th Street	East of NW 74th Avenue	East of NW 74th Avenue	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1095	Tamarac	7	6-150	NW 67th Street	Brookwood Boulevard	NW 72nd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1096	Tamarac	7	6-186	NW 58th Court	NW 75th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1097	Tamarac	7	6-187	NW 75th Ave	NW 58th Street	NW 58th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1098	Tamarac	7	6-188	NW 58th Street	University Drive	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1099	Tamarac	7	6-189	NW 74th Ave	NW 57th Court	NW 58th Court	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1100	Tamarac	7	6-190	NW 57th Court	NW 74th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1101	Tamarac	7	6-191	NW 57th Drive	NW 74th Ave	NW 73rd Ave	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1102	Tamarac	5	98-490	University Drive	NW 82nd Street	NW 82nd Street	EB leg median	Curb Cuts	Narrow pedestrian Ramp	Widen sidewalk around pedestrian ramp
1103	Tamarac	7	15.00	NW 70th Ave	W McNad Road	W. Commercial Boulevard	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
1104	Tamarac	6	95-483	University Drive	Community Entrance 1	NW 78th Street	SB	Buffers	Buffer narrow/reduced at bridge or intersection	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1105	Tamarac	5	101-497	University Drive	NW 1st Street	Southgate Boulevard	NB	Buffers	No buffer	Rebuild 6' sidewalk 3' away from curb, Plant 3' buffer
1106	Tamarac	5	100-496	University Drive	Southgate Boulevard	Southgate Boulevard	NB, SB	Bike Lanes	Bike lane discontinued at intersection or driveway	Continue bike lane through intersection approach

University Drive Mobility Improvements Planning Study LPA Projects - by City

Line Number	City	Short Term Figure Number	Index	Location	From	To	Direction/ Approach/ Quadrant (On-corridor Only)	Project Category	Existing Condition Description	LPA Recommendation
1107	Tamarac	6	13.00	NW 80th Ave	NW 80th Street	Colony Circle South	Off Corridor	Bike Lanes (Off)	No bike lane	Conduct feasibility study to add bike facility or shared use path
1108	Tamarac	6	5-118	Beechfern Boulevard/Beechfern Circle	NW 78th Street	Beechfern Way	Off Corridor	Sidewalks (off)	No Sidewalks	Construct 6' sidewalk 3' away from curb
1109	Tamarac	N/A	N/A	University Drive	McNab Road	McNab Road	NB,SB	Transit Operations	Bus stops far from intersection	Queue jumps and relocate bus stops with queue jumps
1110	Tamarac	N/A	N/A	University Drive	Commercial Boulevard	Commercial Boulevard	SB	Transit Operations	Bus stops far from intersection	Evaluate moving bus stops closer to intersections
1111	Tamarac	N/A	N/A	University Drive	Commercial Boulevard (north leg)	Commercial Boulevard (north leg)	SB	Traffic Operations	RT lane not warranted; ped exposure to traffic	Evaluate removal of right turn lanes
1112		5	103-5051	University Drive	NW 2nd Place	NW 2nd Place	NW corner	Curb Radius	High Curb Radius	Reduce Northwest Curb Radius