BROWARD COUNTY FLORIDA

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Multimodal Mobility Master Plan
Mobility for All Ages & Abilities

BROWARD COUNTY

Multimodal Mobility Master Plan

PROPOSED LOW STRESS NETWORK

Executive Summary

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DISCLAIMER

The Broward County Multimodal Mobility Master Plan (MMMP) funded by the Gas Tax and the Transportation Surtax acts as an in-kind match for the Safe Streets and Roads for All Action Plan Grant, also known as the Broward Safety Action Plan or BSAP. The requested endorsement of the proposed Low-Stress Network (LSN) is to ensure the BSAP Bicycle Pedestrian Plan and associated project list has the needed support to move forward, while the MMMP continues to develop. The Broward County MMMP has not yet been reviewed or accepted by the Broward County Board of County Commissioners.

All proposed projects in the LSN are under review for difficulty and work mix by roadway jurisdictional owners (State, County, City, Multi-agency) until programmed.

ABBREVIATIONS

Average Annual Daily Traffic (AADT)

Bicycle Level of Traffic Stress (BLTS)

Bicycling Pedestrian Advisory Committee (BPAC)

Broward County Transit (BCT)

Broward Metropolitan Planning Organization (MPO)

Citizens Advisory Committee (CAC)

Formerly Complete Streets Advisory Committee (CSAC), known as Roads for Families Advisory Committee (RFAC)

Formerly Complete Streets Localized Initiative Program (CSLIP), known as Roads for Economic Vitality (REV)

Complete Streets Master Plan (CSMP)

Complete Streets Team (CST)

Florida Department of Transportation (FDOT)

Geographic Information Systems (GIS)

High Injury Network (HIN)

Level of Traffic Stress (LTS)

Longitudinal Employer-Household Dynamics (LEHD)

Low-Stress Multimodal Mobility Master Plan (MMMP)

Low-Stress Network (LSN)

Multimodal Quality/Level of Service (Q/LOS) Handbook

Pedestrian Level of Traffic Stress (PLTS)

Right-of-way (ROW)

Safe Streets and Roads for All (SS4A) Grant

School Board of Broward County (SBBC)

Technical Working Group (TWG)

Technical Advisory Committee (TAC)

Transportation Improvement Program (TIP)

DEFINITIONS

Broward County Board of County Commissioners comprises the Legislative Branch of County government empowered to enact ordinances and resolutions, and to take action that is consistent with this Charter and that is in the best interest of the health, safety, and welfare of the County's citizens.

Broward County Transit, or BCT, is the public transportation system for Broward County.

Broward Metropolitan Planning Organization, or MPO, authorized by 23 United States Code (USC) 134, 49 USC 5303, and Florida Statutes 339.175, "is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law" (Federal Transit Administration, 2022). The MPO "is the public agency responsible for transportation planning and funding allocation in urbanized Broward County. The Broward MPO

works with the public, planning organizations, government agencies, elected officials, and community groups to develop transportation plans" (Broward MPO, 2025).

Broward MPO Board "is a transportation policy-making board comprised of 25 voting members including representatives from the South Florida Regional Transportation Authority/Tri-Rail (SFRTA), the School Board of Broward County, and four representatives from the Broward County Board of Commissioners. There are an additional 13 Alternate Members of the Board, who have voting rights when others are absent" (Broward MPO, 2025).

Broward MPO Citizen Advisory Committee, or CAC, "is a committee comprised of representatives and members of the public who are interested in participating in the transportation planning process. The members of the CAC represent a broad cross section of Broward's population, and include members from various cities, towns, and community organizations. These members provide the MPO with valuable insight into local communities and help to form the urban landscape by acting as a voice for public opinion relating to general transportation issues. The committee reviews and provides recommendations to the MPO Board on transportation plans and programs, taking into consideration the impacts these plans and programs have on their local communities" (Broward MPO, 2025).

Broward MPO Technical Advisory Committee, or TAC, "The Broward MPO established the Technical Advisory Committee (TAC) to advise and provide expertise for the MPO's decision-making process and to provide valuable assessment of MPO plans and programs. The TAC is comprised primarily of engineers, planners, and other professionals who represent local governments and transportation agencies. These individuals serve in an advisory capacity by providing recommendations to the MPO Board based on current scientific information, technical sufficiency, accuracy and completeness of studies, plans, and programs" (Broward MPO, 2025)

Broward Regional Comprehensive Safety Action Plan, or BSAP, funded by the United States Department of Transportation Safe Streets and Roads for All (SS4A) grant program, emphasizes data-driven methods to identify high-risk locations and apply targeted interventions to prevent fatal and serious injury crashes in Broward County. BSAP incorporates three County-led matching projects: the Low Stress Multimodal Mobility Master Plan, Intersection Safety Study, and Near Miss Study. The SS4A grant was collaboratively secured by the Broward Metropolitan Planning Organization and Broward County Government.

Roads for Economic Vitality (REV), formerly known as **Complete Streets Localized Initiative Program (CSLIP),** a Broward MPO program that "provides funding for small local transportation projects that will improve the safety and mobility for all transportation users in Broward. This competitive grant program can fund projects such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bike racks and technology advancements such as transit signal priority and traffic control devices" (Broward MPO, 2025).

Crowdsource Map, an MMMP public engagement tool designed as an interactive online web map allowing the public and stakeholders to provide comments spatially.

Level Of Traffic Stress, or LTS, is an approach that quantifies the amount of discomfort that people feel when they bicycle or walk close to traffic.

Longitudinal Employer-Household Dynamics, or LEHD, program "is part of the Center for Economic Studies at the U.S. Census Bureau. The LEHD program produces cost effective, public-use information combining federal, state and Census Bureau data on employers and employees under the Local Employment Dynamics (LED) Partnership. State and local authorities increasingly need detailed local information about their economies to make informed decisions" (United States Department of Commerce, 2025).

Low-Stress Facilities are pedestrian and bicycle facilities that are tolerable by the majority of the population and are typically perceived as safe and comfortable facilities that elicit lower levels of traffic stress (e.g., LTS 1 or 2). Derived from the initial level of traffic stress concept developed by the Mineta Transportation Institute, these facilities are appropriate for people of All Ages and Abilities and may include comfort elements beyond the typical LTS methodology. Also known as All Ages and Abilities facilities.

Low-Stress Design Manual is a design manual being developed as part of the MMMP. This design manual includes how to design for low-stress facilities and are beyond minimum standards.

Low-Stress Network, or LSN, is a network of facilities that seamlessly connect with other facilities and enable an inclusive mobility environment that allows people of all ages and abilities to use the infrastructure and access destinations. Also known as All Ages and Abilities Network.

Signal 4 Analytics is "an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida. Among the data used to generate geospatial results in the Signal4 system is over 4 million crash records, provided by the Florida Department of Highway Safety and Motor Vehicles, over 4 million citations, Florida Unified GIS Streets, and local traffic volumes, where available" (University of Florida GeoPlan Center, 2022)

MMMP Technical Working Group, or TWG, is composed of staff representing organizations, such as the Florida Department of Transportation, Broward MPO, and Broward County, including Broward County Transit. The role of the TWG is to ensure the Master Plan is implementable by providing review, technical feedback, and recommend technical and strategic solutions for consideration. The TWG meets on an on-going basis throughout the MMMP for a continuing, comprehensive, and cooperative master planning process.

Roads for Families Advisory Committee, or RFAC, formerly known as **Complete Streets Advisory Committee (CSAC)**, is a "multidisciplinary group (comprised of municipal and partner agency staff, representatives of non-profit groups, and advocacy groups) developed the Roads for Families Guidelines to facilitate and assist local governments in the implementation of Roads for Families. The RFAC also serves as a forum for exchanging new ideas and projects, as well as allowing members to showcase their individual Roads for Families efforts. More importantly, it is responsible for providing and guiding the Broward MPO Roads for Families Initiative" (Broward MPO, 2025).

MULTIMODAL MOBILITY MASTER PLAN OVERVIEW

The Broward County Multimodal Mobility Master Plan (MMMP) is a countywide master planning effort to safely integrate bicycling, walking, and use of personal conveyance devices into the County's transportation network over a 20-year horizon. The **purpose** of the project is to create a countywide master plan focusing on connecting people of all ages and abilities to destinations through a network of low-stress facilities and developing the accompanying low-stress design manual, low-stress friendly policies, and recommendations that will facilitate the implementation of the MMMP.

Over the course of two years, the MMMP analyzed existing conditions, programmed projects, solicited extensive public and stakeholder feedback, and identified areas with gaps and opportunities to inform the development of the proposed Low-Stress Network (LSN). The findings underscore the necessity of prioritizing safety, comfort, connectivity, convenience, and accessibility to foster a multimodal transportation system in Broward County for people of all ages and abilities.

PROPOSED LOW-STRESS NETWORK DEVELOPMENT PROCESS

The proposed LSN was developed using key analyses during the existing conditions and needs assessment tasks, including Level of Traffic Stress (LTS) analyses for bicycle and pedestrians, bicycle and pedestrian High Injury Network (HIN), destination accessibility analyses, and gaps and opportunities to identify roadways for the proposed LSN. The proposed LSN was further refined using public and stakeholder outreach strategies including a public crowdsource map, public survey, focus groups, workshops, public and stakeholder meetings, and outreach events.

Level of Traffic Stress

The Florida Department of Transportation's 2023 Multimodal Quality/Level of Service (Q/LOS) Handbook, provides the methodology to evaluate comfort based on roadway characteristics for non-vehicular traffic. LTS scores range from 1 to 5 for pedestrians and 1 to 4 for cyclists. Scores are assigned to a road segment indicating the traffic stress it imposes on pedestrians or bicyclists (Pedestrian LTS, or PLTS; or Bicycle LTS, BLTS). Table 1 of the Appendix provides a description for LTS scores; these definitions have been adapted and refined from the FDOT Q/LOS Handbook and Mineta Transportation Institute.

Pedestrian Level of Traffic Stress or PLTS Criteria for Analysis:

1. Sidewalk presence (sidewalk on one side, both sides, or no sidewalk present)
2. Sidewalk separation from vehicular travel lanes
3. Roadway posted speed limit for vehicles
4. Number of traffic lanes
5. Average Annual Daily Traffic or AADT

Bicycle Level of Traffic Stress or BLTS Criteria for Analysis:

1. Type of bicycle facility present (shared lane, on-street, off-street)
2. Roadway posted speed limit for vehicles
3. Number of traffic lanes
4. Average Annual Daily Traffic or AADT
5. On-Street parking
6. Land Use (Residential or Commercial/Industrial)

Destination Accessibility

The destination accessibility analysis determines how accessible a variety of key destinations are from the surrounding area. The following destination types were included in the analysis:

- Public Schools
- Transit Facilities, such as bus stops and Tri-Rail Stations
- Parks, including neighborhood parks, regional parks, and state parks
- Jobs, based on the location of businesses
- Medical facilities (?)
- Shopping, including grocery stores

Based on data availability, the analysis primarily uses the FDOT's Geographic Information Systems (GIS) shapefile for the Federal Aid Roadway Network[1] as the basis for the bicycle and pedestrian network[2]. For each type of destination and each mode of travel (walking or biking), travel sheds were developed using GIS. These

[1] The Federal Aid Roadway Network is a system of public roads that are eligible for federal funding under the Federal-Aid Highway Program, the program provides financial assistance for the construction, maintenance, and operation of these roads (www.transportation.gov).
[2] The Federal Aid Roadway Network is missing information for most local streets; therefore, an area may be more accessible than the analysis reveals.

travel sheds represent the area that can be reached within certain time limits: 5, 15, and 30-minute travel times, assumed at 10-mph travel speed for bikes and 3-mph travel speed for pedestrians.

High Injury Network

A Bicycle and Pedestrian HIN was developed to identify roads in the County where a disproportionate number of fatal and severe injury crashes occurred. The HIN is based on five (5) years of collision data from 2018 to 2022 using Signal 4 Analytics for all roads in Broward County. This HIN was used to identify potential corridors where the traffic crash history might be a barrier to walking and bicycling. Roadways on the HIN were avoided, if possible, when developing the LSN. This information was used to inform preliminary project development.

Public & Stakeholder Engagement

Various strategies were utilized to gain as much stakeholder and public input throughout the process. This included attendance at four (4) community events geographically distributed throughout the County, three (3) focus groups, development and distribution of a public survey[3], a Crowdsource Map (an interactive online tool), various stakeholder interviews, workshops, and presentations to various committees, in addition to regular coordination with the Broward Safety Action Plan related projects' teams.

Presentations were given to the MMMP Technical Working Group (TWG); Safe Streets for All TWG; Broward County Complete Streets Team (CST); Broward County Transportation Surtax Oversight Board; Broward County Bicycle and Pedestrian Advisory Committee (BPAC); and the Broward Metropolitan Planning Organization's (MPO) Complete Streets Advisory Committee (CSAC), Broward MPO Technical Advisory Committee (TAC), Broward MPO Citizen's Advisory Committee (CAC), and the full MPO Board.

A draft LSN was developed in February 2024 with in-person and online outreach conducted on the initial network to obtain feedback from the public, including all the jurisdictions in the region, advocacy groups, and key project stakeholders. Information was also shared through the various Broward County and Broward MPO Board and Committees. The MMMP TWG was also invited to share the opportunity

[3] The public survey received a statistically significant sample size with 95 percent Confidence Level and 5% margin of error.

to provide project feedback and were encouraged to share information through their networks.

Broward County utilized social media and email lists to push out information about the project, survey, Crowdsource Map, and events, and hosted a workshop for municipalities. The Municipal Workshop, attended by thirteen municipalities[4], was held virtually on April 8, 2024, to encourage robust feedback directly on the proposed LSN, identify areas that are bike/ped friendly, areas needing improvement, and suggestions for amenities (e.g., bike parking, benches) or new facilities/infrastructure (e.g., new route alignments, lighting) using the Crowdsource Map.

Through stakeholder and public feedback, refinements and adjustments were made to the network, resulting in the final draft of the proposed LSN, see Appendix, Figure 2. Table 2 of the Appendix includes the list of stakeholder and public outreach meetings, interviews, and events held to-date.

PROPOSED LOW-STRESS NETWORK (LSN) SUMMARY

The proposed LSN covers 636 miles of low-stress facility alignments with 250 bundled projects (or 301 separate, unbundled, projects), *see* Appendix, Figure 2. Table 3 of the Appendix identifies high-level preliminary proposed improvements, where projects may be identified under multiple improvement categories for enhancements.

Detailed field reviews, engineering and community engagement will be required to convert each proposed identified segment into an implementable project. The project list does include existing facilities, some of which include recommended improvements to make the facility an LTS 1 or 2. It should be noted that not all existing bikeway facilities are included in the proposed LSN, as the intent of this plan is to identify the backbone of a network that can be prioritized for improvements, connecting to other local facilities.

Prioritization Process

The LSN projects were prioritized using the criteria identified in the Appendix, Table 4. The goal of the prioritization process was to develop recommendations for LSN investments over an approximate 20-year time horizon. Safety was found to be one of the most important factors to increase and improve walking and biking facilities[5],

[4] As of 2023, the municipalities in attendance represent a population of 1,098,287 people.
[5] As identified by MMMP public outreach, public feedback, public survey results, and consistent with United State Department of Transportation Federal Highway Administration (2023) position to

followed by accessibility, connectivity, and comfort. To ensure investments are made in a fair fashion in areas that are in most need: demographics, health, and demand potential were additional factors accounted for in developing the methodology for prioritization. Table 4 of the Appendix identifies goal areas, criteria utilized for evaluation, points allotted for each category, and total available points for each goal area. See Appendix, Figure 3, for the proposed LSN.

Table 5 of Appendix summarizes characteristics of the proposed LSN by jurisdiction, including details on total project miles, percentage of total miles per jurisdiction, average prioritization score, number of projects, and ease of implementation[6]. The totals are as follows: 35% of the proposed network falls along City roadways, 22% on State roads, 17% on County roads, 16% on multi-agency roads or right-of-way, and 9% on City/County roads.

It is important to note segments identified as 'multi-agency' include segments that require coordination with two or more agencies, such as projects that fall alongside the roadway which would require City, County and State coordination. More than 50% of multi-agency projects are alignments along canals and utility easements, some of which are existing and others which are new proposed alignments. Multi-agency segments may include private property owners, utility companies, the South Florida Water Management District, State, and/or local drainage districts.

PROPOSED LOW-STRESS NETWORK PROJECT LIST BY ROADWAY JURISDICTION

The proposed LSN is comprised of State, County, City, and multi-agency alignments. For review of the proposed LSN projects by roadway jurisdictional owner, refer to the proposed project lists in the Appendix, Tables 6 through 10, and their respective maps in Figures 4 through 8. Each table corresponds to the map of segments identified by project number.

CONCLUSION & NEXT STEPS

The Broward County Multimodal Mobility Master Plan (MMMP) establishes a comprehensive framework for integrating low-stress bicycle, pedestrian, and

encourage "prioritizing the safety, comfort, and connectivity for all users of the roadway, particularly where adjacent land use suggests that trips could be served by varied modes."

[6] Ease of implementation was categorized as Easy (within existing right-of-way), Moderate (moderately constrained roadways), or Difficult (highly constrained roadways or requiring significant coordination).

personal conveyance devices across the County for at least the next two decades. Through rigorous analysis of existing conditions, including LTS, destination accessibility, and the Pedestrian and Bicycle HIN, extensive public and stakeholder engagement, the MMMP has identified a proposed LSN spanning 636 miles. This network, comprised of projects categorized by prioritization and ease of implementation, is based on safety, accessibility, connectivity, comfort, health, and demand potential, offers a strategic roadmap for multimodal transportation investments to benefit people of all ages and abilities in Broward County. While the proposed LSN encompasses roadways under various jurisdictions and acknowledges the complexities of multi-agency coordination, **its ultimate aim is to connect people of all ages and abilities to key destinations via safe and comfortable facilities**. Successful implementation of the MMMP will require continued collaboration, detailed engineering review, and ongoing community engagement to transform proposed alignments into tangible multimodal improvements for the County.

Next steps will include finalizing the *Target Implementation* and *Vision Plans*, and proceeding with conceptual design development for prioritized low-stress multimodal transportation projects selected through a feasibility analysis that considered factors such as right-of-way availability, elevation and drainage, environmental impacts, utilities, integration with transit, driveway density, comfort, and impacts to adjacent properties, incorporating input from prioritization and stakeholder engagement. Concurrently, the Broward County Low-Stress Multimodal Mobility Transportation System *Design Manual* will be finalized, incorporating best practices for low-stress facility development, a *Placemaking Toolkit*, and recommendations for network policies, design, amenities, safety, security, and maintenance. The final MMMP will synthesize existing conditions, analyses, and the feedback received to provide comprehensive recommendations for low-stress multimodal connections, policies, design guidelines, maintenance and implementation strategies.

APPENDIX

Table & Figures

The tables and figures are list in order as they appear in the text.

Figure 1: Guiding Principles

Table 1: Level of Traffic Stress Score Description

Level of Traffic Stress (LTS)	Description
LTS 1	The level suitable for all ages and abilities. People feel safe and comfortable on the facility and all users are willing to use the facility; this includes children, the elderly, and people using a personal conveyance device.
LTS 2	The level that will be tolerated by most adults walking or biking. Most users are willing to use the facility.
LTS 3	The level tolerated by confident bicyclists, who prefer their own facility. Some pedestrians will use it, but others may only use the facility when there are limited options or mode choices.
LTS 4	Tolerated by bicycling enthusiasts who choose to ride under stressful conditions or when there are limited route and mode choices available for people walking and biking. It is difficult or impossible for a mobility device or other limitations in movement may exist.
LTS 5	Developed for this project and applies to Pedestrians only. This score is assigned to roadways without any sidewalks.

Table 2: Public & Stakeholder Events

Date	Event	Type	Location
05/04/2023	Technical Working Group Meeting	Virtual	Online
05/12/2023	Stakeholder Interview – Florida Atlantic University (FAU) Student Life	Virtual	Online
05/16/2023	Stakeholder Interview – Seminole Tribe	Virtual	Online
05/24/2023	Stakeholder Interview – FAU Broward Campus	Virtual	Online
06/09/2023	Stakeholder Interview – Broward Wheelers	Virtual	Online
06/12/2023	Stakeholder Interview – AARP	Virtual	Online
06/13/2023	Stakeholder Interview – Resident	Virtual	Online
06/28/2023	Stakeholder Interview – Parent	Virtual	Online
08/09/2023	Focus Group	Virtual	Online
08/09/2023	Outreach Event at FAU	In-Person	Davie Campus
08/13/2023	Outreach Event at Tamarac Community Farmers Market	In-Person	Veteran's Park, Tamarac
08/30/2023	Focus Groups (x2)	In-Person	Government Center East
09/12/2023	Technical Working Group Meeting	Virtual	Online
09/13/2023	Stakeholder Interview – Religious Leader	Virtual	Online
09/21/2023	Public Meeting	Hybrid Meeting	Government Center East
09/23/2023	Outreach Event at Pembroke Pines Touch-A-Truck Vehicle Expo	In-Person	Pembroke Pines City Center
10/04/2023	Technical Working Group Meeting	Virtual	Online
10/25/2023	Roads for Families Advisory Committee (RFAC, formerly CSAC) Meeting	In-Person	Broward MPO
11/08/2023	Bicycling Pedestrian Advisory Committee (BPAC) Meeting	In-Person	Government Center West
11/08/2023	Broward County Complete Streets Team (CST) Meeting	Virtual	Online
11/29/2023	Stakeholder Meeting – Broward MPO	Virtual	Online
01/24/2024	BMPO Technical Advisory Committee (TAC) Meeting	Hybrid	Broward MPO
1/24/2024	BMPO Citizen Advisory Committee (CAC) Meeting	Hybrid	Broward MPO
02/02/2024	Stakeholder Meeting – FDOT District 4	Virtual	Online
02/06/2024	Stakeholder Meeting – Broward MPO	Virtual	Online
02/09/2024	Surtax Oversight Board Meeting	In-Person	Government Center West
02/13/2024	Technical Working Group Meeting	Virtual	Online
02/21/2024	Broward Safety Action Plan (BSAP) Technical Working Group Meeting	In-Person	Broward MPO
02/22/2024	Public Meeting	Hybrid	Government Center East
03/13/2024	BPAC Meeting	In-Person	Government Center West
04/08/2024	Municipal Workshop	Virtual	Online
04/13/2024	Outreach Event at Broward MPO Let's Go Biking!	In-Person	Miramar Regional Park
04/17/2024	Broward CST Meeting	Virtual	Online
05/13/2024	Technical Working Group Meeting	In-Person	Government Center West
07/08/2024	Stakeholder Interview – BCT	Virtual	Online
07/12/2024	Stakeholder Interview – Broward County Engineering Division	Virtual	Online
07/24/2024	RFAC Meeting	In-Person	Broward MPO
08/15/2024	Stakeholder Meeting – BSAP Coordination	Virtual	Online

Date	Event	Type	Location
10/16/2024	Broward CST Meeting	Virtual	Online
10/23/2024	Design Manual Workshop	In-Person	Broward County Traffic Engineering Division
10/24/2024	Stakeholder Meeting – BSAP/Broward MPO	Virtual	Online
11/13/2024	BPAC Meeting	In-Person	Government Center West
11/19/2024	Stakeholder Meeting – SS4A Project Coordination	Virtual	Online
11/20/2024	BSAP Technical Working Group Meeting	Virtual	Online
12/03/2024	Stakeholder Meeting – Broward MPO SS4A Coordination	Virtual	Online
12/05/2024	Technical Working Group Meeting	In-Person	Government Center West
12/12/2024	Surtax Oversight Board	In-Person	Government Center West
01/22/2025	CSAC Meeting	Hybrid	Broward MPO
01/22/2025	TAC Meeting	Hybrid	Broward MPO
01/22/2025	CAC Meeting	Hybrid	Broward MPO
01/23/2025	CST Meeting	Virtual	Online
01/29/2025	Stakeholder Meeting – Broward MPO	Virtual	Online
02/10/2025	Stakeholder Meeting – BSAP Design Manual Coordination	Virtual	Online
02/13/2025	MPO Board Meeting	In-Person	Broward MPO
02/21/2025	Stakeholder Meeting – SS4A Project Coordination	Virtual	Online
03/11/2025	Stakeholder Meeting BSAP Design Manual Kick-Off Meeting	Virtual	Online
03/24/2025	Stakeholder Meeting – City of Miramar	Virtual	Online
03/26/2025	Stakeholder Meeting – City of North Lauderdale	Virtual	Online
03/31/2025	Stakeholder Meeting – Town of Davie	Virtual	Online
04/01/2025	Stakeholder Meeting – City of Pompano Beach	Virtual	Online
04/11/2025	Stakeholder Meeting – City of West Park	Virtual	Online
04/18/2025	Stakeholder Meeting – SS4A Project Coordination	Virtual	Online
04/24/2025	Technical Working Group Meeting	In-Person	Government Center West
05/05/2025	Stakeholder Meeting – FDOT & City of West Park	Virtual	Online
05/20/2025	Stakeholder Meeting – City of Hollywood	Virtual	Online
05/22/2025	Stakeholder Meeting – SS4A Project Coordination	Virtual	Online
08/28/2025	Technical Working Group Meeting	In-Person	Government Center West

Figure 2: Proposed Low-Stress Network

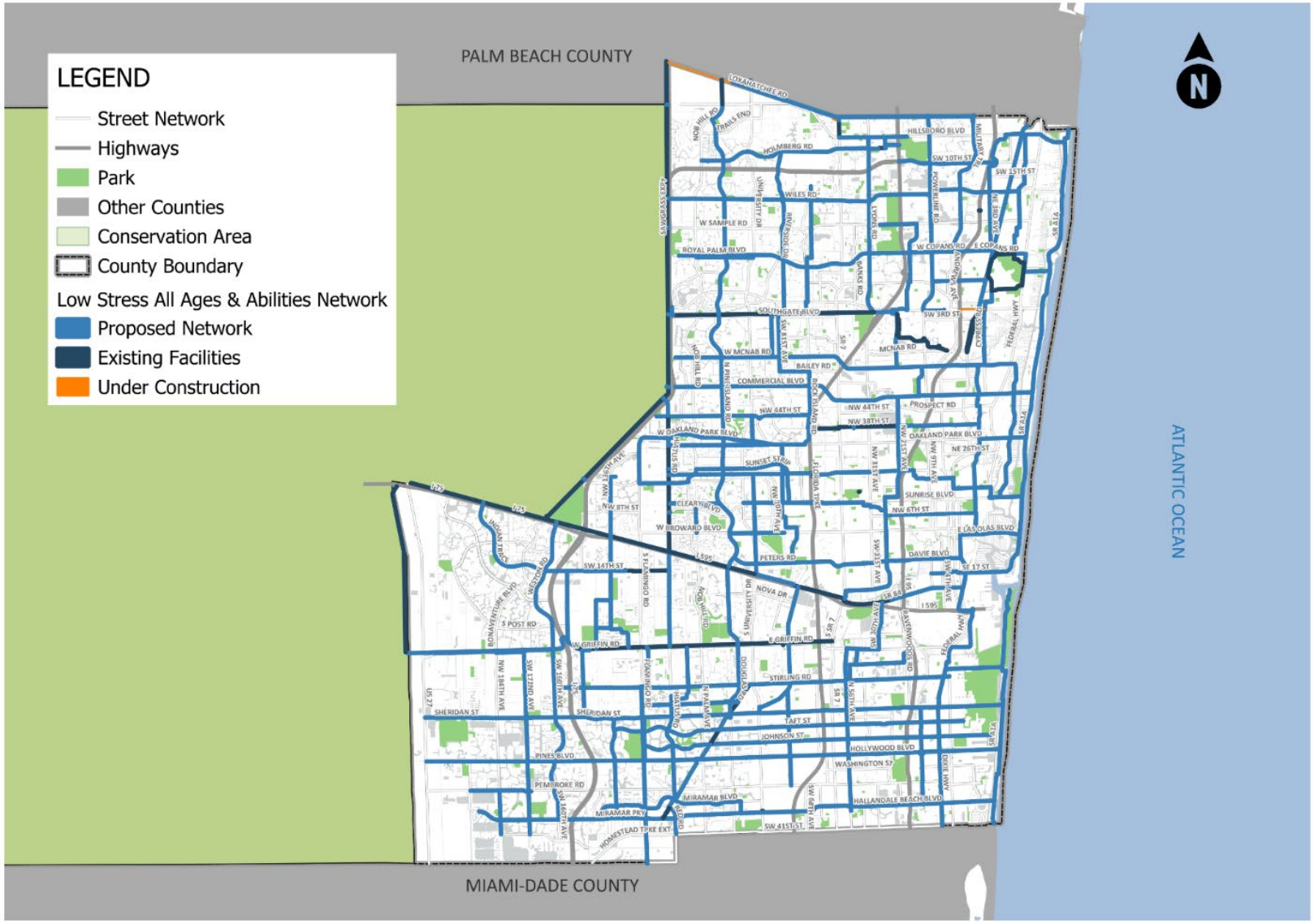

Table 3: Proposed Network Projects by Percentage

Proposed Improvement	% of Projects
New side paths, widen sidewalks, gap closures	49%
Planned/Programmed projects (i.e., Surtax Five-Year Plans, TIP, CSLIP, CSMP, etc.) *	44%
New trail segments & extensions	21%
Implement identified proposed improvements (from other planning projects/studies)	19%
Traffic calming/speed management	17%
Bicycle lane modifications (i.e. buffering, paint, protection)	14%
Enhancements to existing trails and greenways	12%
Lane narrowing/repurposing projects	6%
Ped/bike bridge or tunnel	4%
Under construction	1%
Key: TIP = Transportation Improvements Program, CSMP = Complete Streets Master Plan, CSLIP = Complete Streets & Other Localized Initiatives Program.	

Table 4: Project Prioritization Criteria

Goal Area	Evaluation Criteria	Points	Total Available Points
Safety **Source: Signal 4 Analytics; BSAP[7] HIN Calculations.**	On the overall HIN, Bike HIN and Ped HIN	30	30
	On two of the above HINs	20	
	On one of the above HINs	10	
Accessibility/Connectivity **Source: Schools (Elementary, Middle, High) – SBBC; Transit stops – bus stops from BCT, Tri-Rail; Park centroids – Broward County GIS; grocery stores, medical facilities and activity centers (Broward Infrastructure 2023); Jobs – LEHD[8]** **Analysis Notes:** **Projects were evaluated for the total number of destinations within 1/4-mile of the corridor. Projects with the most connectivity in all categories will receive all points available, with a scaled application to all other projects. Seven datasets were used in the calculation of points for connectivity. With 20 total connectivity**	Schools (within ½ mile) Low: Less than or equal to 1 Medium: 2-5 High: Greater than or equal to 6	0 - 2.85	20
	Parks (within ½ mile) Low: Less than or equal to 4 Medium: 5-10 High: Greater than or equal to 11	0 - 2.85	
	Transit Stops (within ¼ mile) Low: Less than or equal to 19 Medium: 20-48 High: Greater than or equal to 49	0 - 2.85	
	Medical Facilities (within ¼ mile) Low: Less than or equal to 1 Medium: 2-4 High: Greater than or equal to 5	0 - 2.85	
	Activity Centers (within ¼ mile) Low: 0 Medium: 1 High: Greater than or equal to 2	0 - 2.85	

[7] Broward Safety Action Plan funded by the United States Department of Transportation Safe Streets and Roads for All Grant Program, where Broward County provides in-kind grant match through three projects funded by the Broward County Mobility Advancement Program and Gas Tax.

[8] Longitudinal Employer-Household Dynamics-https://lehd.ces.census.gov/

Goal Area	Evaluation Criteria	Points	Total Available Points
points available, each of the sections is worth 20/7 points. Then, within each of these sections, there is a further breakdown as seen to the right. **If low, it will be assigned ((20/7)/3)*1.** **If medium, it will be assigned ((20/7)/3)*2.** **If high, it will be assigned ((20/7)/3)*3.**	Grocery Stores (within ¼ mile) Low: Less than or equal to 1 Medium: 2-4 High: Greater than or equal to 5	0 - 2.85	
	Jobs (within ¼ mile) Low: Less than or equal to 4000 Medium: 4,001-16,000 High: Greater than or equal to 16,001	0 - 2.85	
Comfort or Lower Stress **Source: Broward County LTS analysis** (Spring 2023) **Analysis Notes:** **LTS = Level of Traffic Stress** **33% of maximum weight for each level of improvement – i.e., improvement from LTS 4 to LTS 1 would receive 100% of available points.**	New walking or biking facility that has an LTS rating of 1	20	20
	New walking or biking facility that has an LTS rating of 2	15	
	Improvement in LTS to an existing facility. Average LTS values are calculated for existing and future networks along projects, before LTS Improvement fields are calculated, finding the level of difference in improvement. These differences are then scaled on a point system, ranging from 0-10, with 2.5 points for each level of LTS improvement. Pedestrian and bike network improvement points are then summed to create a total score ranging from 0-20.	0-20	
Demographics **Source: Broward MPO Transportation Planning Equity Assessment** (2018)**.**	High/Very-High Need (63 census tracts are very-high and 86 census tracts are high)	10	10
	Medium (234 census tracts are medium)	5	
	Low (736 census tracts are low)	0	
Health **Source: USDOT Equitable Transportation Community Explorer Tool** (2023)	Census Tract is in the 65 percentile or greater for Environmental Burden	5	10
	Census Tract is in the 65 percentile or greater for Health Vulnerability	5	
Demand Potential **Source:** 2020 **Census Data**	Population in project catchment area. More specifically, this is the sum of block group population within ½ mile of project. Low: Less than or equal to 26,000 Medium: 26,001 – 46,000 High: Greater than or equal to 46,001	0-10	10
Total Points			***100***

Table 5: Prioritized Projects Details by Jurisdiction

Jurisdiction	Total Miles	% by Total Miles	Average Score	Total No. of Projects	Ease of Implementation by # of Projects			
					Easy	Moderate	Hard	Canal
State	141.75	22%	58.30	53	3	21	22	2
County	109.21	17%	59.94	49	2	32	10	2
County/City	58.39	9%	55.03	20	3	14	3	0
City	222.19	35%	55.34	99	21	51	17	1
Multi-Agency	104.8	16%	40.17	80	1	31	24	9
Totals	**636.36**	**100%**	**52.57**	**301**	**30**	**149**	**76**	**14**

Figure 1: Proposed Low-Stress Network by Prioritization Score

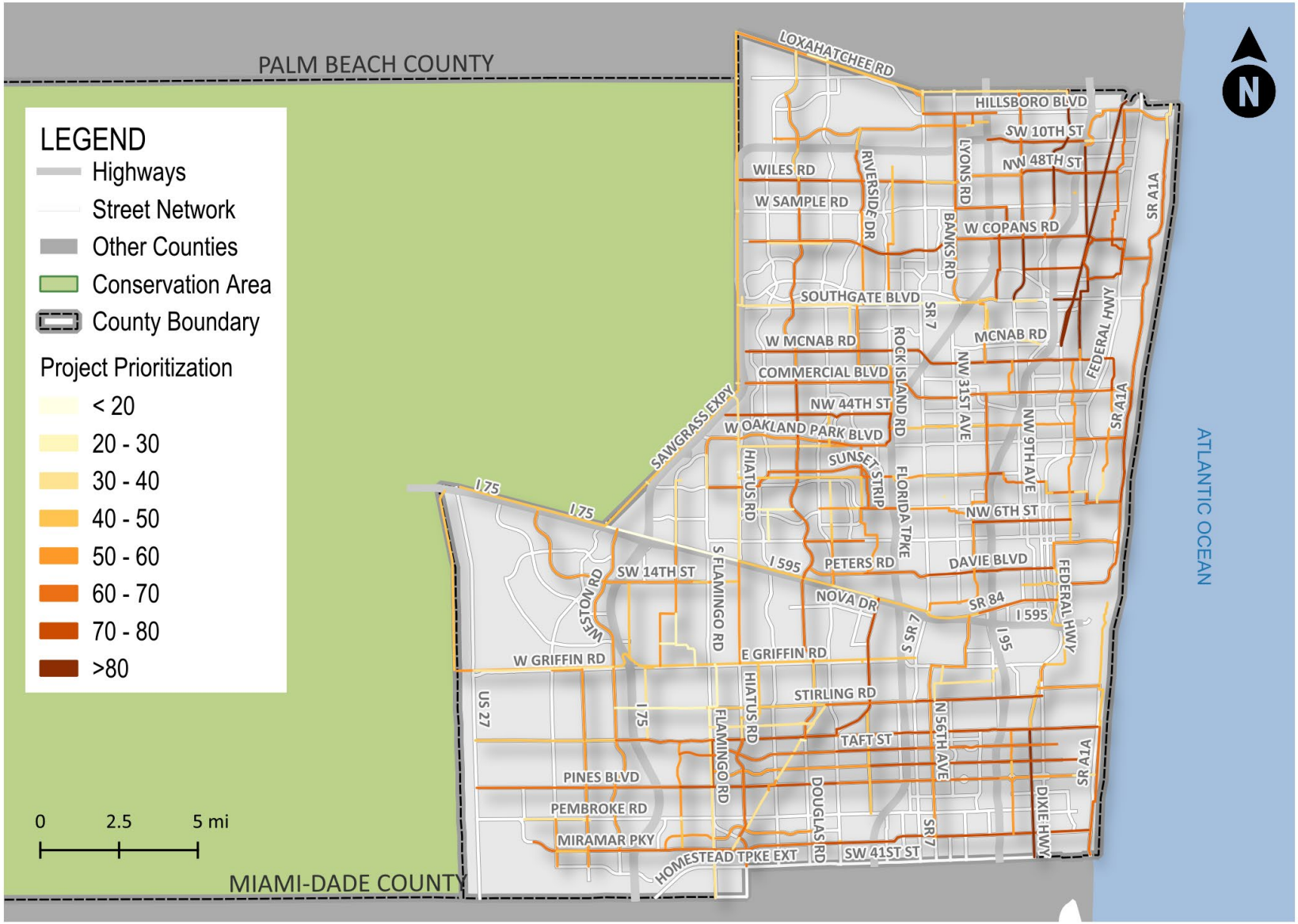

Table 6: Low-Stress Network State Road Projects

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
190A	83	Dixie Highway	County Line / Pioneer Park	Sample Road	Hard	3.47
189	80.33	N Powerline Road	W Sample Road	W Atlantic Boulevard	Moderate	3.12
195	80	10th Street	Sawgrass Expressway	I-95	Easy	3.15
33A	78	Sheridan Street	NW 66th Avenue	I-95	Hard	3.51
170B	74.67	Pines Boulevard	SW 136 Avenue	Flamingo Road	Moderate	1.05
186A	74.67	Stirling Road	SR 7 / 441	Federal Highway / US 1	Hard	4.09
39	74.5	Hallandale Beach Boulevard	SW 56th Avenue	A1A	Hard	4.95
170A	74	Pines Boulevard	Flamingo Road	University Drive	Moderate	4.00
22	73.67	Rock Island Road	Middle River Canal	West Oakland Park Boulevard	Moderate	0.64
29	72	Davie Boulevard	SR 7 / 441	S Federal Highway / US 1	Hard	4.07
33B	71.67	Sheridan Street	I-95	A1A	Hard	3.04
118	71.67	Canal Connection - Flamingo Road	Sheridan Street	Pines Boulevard	Moderate	1.64
164	71.67	A1A	Commercial Boulevard	Sunrise Boulevard	Moderate	3.62
37A	69.67	Hollywood / Pines Boulevard	Turnpike	I-95	Hard	2.99
53	68.33	14th Street Connection	NE 23rd at US 1	A1A	Hard	1.54
35A	67.67	Pines Boulevard	US 27	SW 106 Avenue	Moderate	4.41
196	67.67	Powerline Road	County Line	W Copans Road	Easy	4.71
9	66.67	Oakland Park Boulevard	NE 16th Avenue	A1A	Moderate	1.63
37B	66.67	Hollywood / Pines Boulevard	Turnpike	University Drive	Hard	2.17
186B	66.67	Stirling Road	Central Trail	SR 7 / 441	Hard	2.81
194	66.67	W Hillsborough Boulevard	N SR 7 / 441	N 39th Avenue	Easy	1.60
125	66.33	Quiet Waters Park Connection	Lakeview Drive	Quiet Waters Park Entrance	Hard	1.14
35B	64.67	Pines Boulevard	SW 106 Avenue	SW 136th Avenue	Moderate	2.11
14	63.33	19th Street Connection	NE 13th Street	A1A	Hard	1.50
154	61.33	Red Road	Hiatus Road	County Line Road	Moderate	1.04
56B	61.17	Ocean Drive / Surf Road	E Sheridan Street	Massini Avenue	Moderate	4.17
27	60.83	A1A Connection	Miami Road	Mayan Drive	Moderate	1.43

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
163	60.83	A1A	Sunrise Boulevard	17th Street	Moderate	2.79
55A	60.67	A1A	SE 10th Street	NE 14th Street Causeway	Moderate	4.00
82	60.33	Sample Road	Lyons Road	Blount Road	Hard	1.65
165	60.17	A1A	NE 14th Street Causeway	Commercial Boulevard	Moderate	4.28
54	58.83	Hillsboro Boulevard	Natura Boulevard	SE 20th Avenue	Hard	2.14
92	54.33	Dania Beach Boulevard	SW 3rd Avenue	A1A	Moderate	1.98
88	53.33	Sheridan Street (4th Street Connection)	N 26th Avenue	4th Street	Hard	0.66
175	52.33	Commercial Boulevard	NW 21st Avenue	NW 12th Avenue	Moderate	0.76
178	52.33	Griffin Road	SW 40th Avenue	SW 30th Avenue	Moderate	1.13
52	50.33	Commercial Boulevard	Bayview Drive	A1A	Hard	0.67
89	50.33	Federal Highway / US 1 (4th Street Connection)	NE 10th Street	NE 2nd Street	Hard	0.57
100	50.33	North / South Connection	Peters Road	I-595	Moderate	0.40
24	50	Conservation Levee Greenway	Loxahatchee Road	US 27	Existing trails/ped bridges	22.22
26	46.67	New River Greenway Trail	Sewell Lock	SW 25th Terrace	Existing trails/ped bridges	3.61
193	46.33	N SR 7/441	Loxahatchee Road	W Hillsboro Boulevard	Existing Side Path	0.63
83	45.33	Atlantic Boulevard	Oasis at Palm Aire	NW 31st Avenue	Hard	0.56
56A	43.83	Ocean Drive / Surf Road	A1A	E Sheridan Street	Moderate	4.22
156	40.67	New River Greenway	S Hiatus Road	S University Drive	Existing trails/ped bridges	3.05
55B	38.83	A1A	NE 7th Street	SE 10th Street	Moderate	1.19
140	36.67	Flamingo Road	Sheridan Street	Pines Boulevard	Canal opportunities	1.53
129	35.33	Hollywood Boulevard	S 11th Avenue	Oceanwalk Mall	Hard	0.71
128	33.33	New River Greenway Gap	S University Drive	Sewell Lock	Hard	1.44
104	32.33	A1A	NE 5th Street	Bel Air Drive	Hard	2.03
48	30.33	Conservation Levee Connection	W Atlantic Boulevard	Conservation Levee Trail	Hard	0.34
139	28.83	Flamingo Road	Stirling Road	Sheridan Street	Canal opportunities	1.06
23	19.67	New River Greenway	Conservation Levee Greenway	S Hiatus Road	Existing trails/ped bridges	4.55

Figure 2: Low-Stress Network State Road Projects

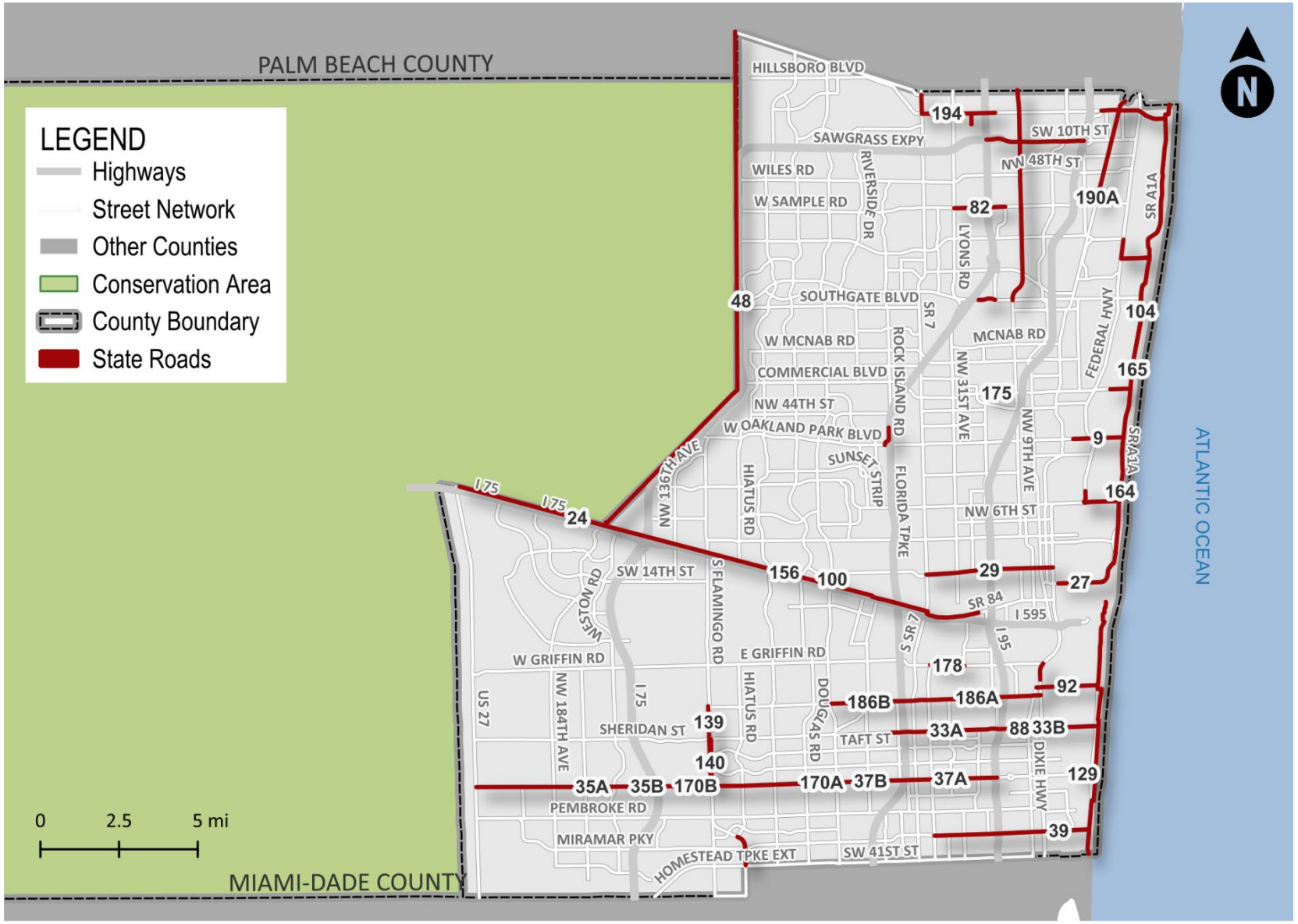

Table 7: Low-Stress Network County Road Projects

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
184	84	Dixie Highway	Sheridan Street	NE 215 Street	Moderate	4.10
80	79.17	NW 27 Avenue / Blount Road / NW 30th	W Sample Road	West Atlantic Boulevard	Moderate	3.18
162A	79	Wiles Road	N Powerline Road	NE 15th Avenue	Moderate	3.12
161A	78.67	Royal Palm Boulevard	Turnpike	US 1	Moderate	4.26
77	77	Davie Road & Davie Road Extension	I-595	University Drive / Sheridan Street	Moderate	5.01
153	75	Pine Island Road/88th Avenue	61st Street	Oakland Park Boulevard	Moderate	2.28
7A	72.67	Cypress Creek Road - McNab Connection	SR 7 / 441	N Andrews Avenue	Moderate	3.74
108	71.33	19th Street Connection 2	NW 23rd Avenue	NW 15th Avenue	Hard	0.53
7B	71	Cypress Creek Road - McNab Connection (E/W)	N Andrews Avenue	Bay Colony Drive	Moderate	3.69
7C	71	Cypress Creek Road - McNab Connection (N/S)	Bay Colony Drive	E Commercial Boulevard	Moderate	3.69
50	70.83	15th Street	Powerline Road	Dixie Highway	Easy	1.86
3B	70.67	Wiles Road	Sawgrass Expressway	University Drive	Moderate	2.88
3A	66.67	Wiles Road	University Drive	N SR 7 / 441	Moderate	3.02
75A	66.67	Pine Island Road	NW 20th Court	Broward Boulevard	Moderate	2.29
116	66.67	Pine Island Road	NW 25th Court	NW 11th Street	Hard	1.35
147	65.67	Coral Springs Drive	Royal Palm Boulevard	South Gate Boulevard	Moderate	2.22
20	64.67	Sunrise Boulevard (Trail Connection)	Flamingo Road	N Nob Hill Road	Hard	1.71
174	64.67	21st Avenue/NW 23rd Avenue	Commercial Boulevard	NW 11th Street	Moderate	3.46
113	64.33	12th Street / Peters Way	SW 65th Avenue	SR 7/441	Moderate	2.15
81B	64.17	Lyons Road	Hillsboro Boulevard	Sample Road	Moderate	3.03
161B	63.83	Royal Palm Boulevard	Turnpike	Lyons Road	Moderate	1.20
142	63.67	Pine Island Road	I-595	Orange Drive	Moderate	2.79
168	62.17	Sheridan Street	NW 160th Avenue	N Flamingo Road	Moderate	3.08
75B	61.67	Pine Island Road	Oakland Park Boulevard	NW 20th Court	Moderate	1.28

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
146	61.67	Coral Springs Drive	Wiles Road	Royal Palm Boulevard	Moderate	1.98
71	61.33	Central Trail Connection	Stirling Road	23rd Street	Moderate	1.25
143	61.33	Pine Island Road	Broward Boulevard	I-595	Moderate	1.34
148	60.33	Coral Springs Drive	South Gate Boulevard	Azalea Court	Moderate	0.54
114	59.83	12th Street / Peters Way	S University Drive	SW 65th Avenue	Hard	0.98
149	59.67	Coral Springs Drive / Pine Island Road	Azalea Court	61st Street	Moderate	1.63
16	57	19th Street Connection 2	NW 51st Street	NW 23rd Avenue	Hard	3.02
115	56.33	Pine Island Road	SW 3rd Street	I-595	Hard	1.03
162B	54.67	Wiles Road	Lyons Road	N Powerline Road	Moderate	2.19
101A	53.67	Rock Island Road	Bailey Road	NW 44th Street	Moderate	1.52
28	52.33	Peters Road	Pine Island Road	S University Drive	Easy	0.84
150	51.33	Griffin Road	Bonaventure Boulevard	172nd Avenue	Moderate	0.98
134	50.67	Orange Drive Canal	L-37 Canal Trail	Weston Road	Canal opportunities	5.01
112	50.33	Riverland Road	W Broward Boulevard	Davie Boulevard	Hard	1.07
191A	50.33	Loxahatchee Road	Conservation Levee Greenway	Blue Spring Drive	Under Construction	4.54
152	49.33	Coral Ridge Drive	Hillsboro Boulevard	Pine Island Road	Moderate	0.72
3C	47.33	Wiles Road	Lyons Road	N SR 7/441	Moderate	1.00
131	47.33	Stirling Road Connection	SW 90th Avenue	Central Trail	Hard	1.00
141	46.33	Pine Island Road	Griffin Road	Stirling Road	Moderate	1.42
101B	44.67	Bailey Road	NW 64th Avenue	Rock Island Road	Moderate	1.03
106	41.67	19th Street	SR 7 / 441	NW 31st Avenue	Hard	1.02
49	40.33	Conservation Levee Connection (Wiles Road)	at Wiles Road		Hard	0.12
135	35.5	Flamingo Road	Pines Boulevard	NW 202nd Street	Canal opportunities	3.55
192	35.33	Coral Ridge Drive / Nob Hill Road	Loxahatchee Road	W Hillsboro Boulevard	Existing Side Path	0.86
18	33	Trail - Parallel to Hiatus Road	NW 44th Street	New River Greenway	Existing trails/ped bridges	4.66

Figure 3: Low-Stress Network County Road Projects

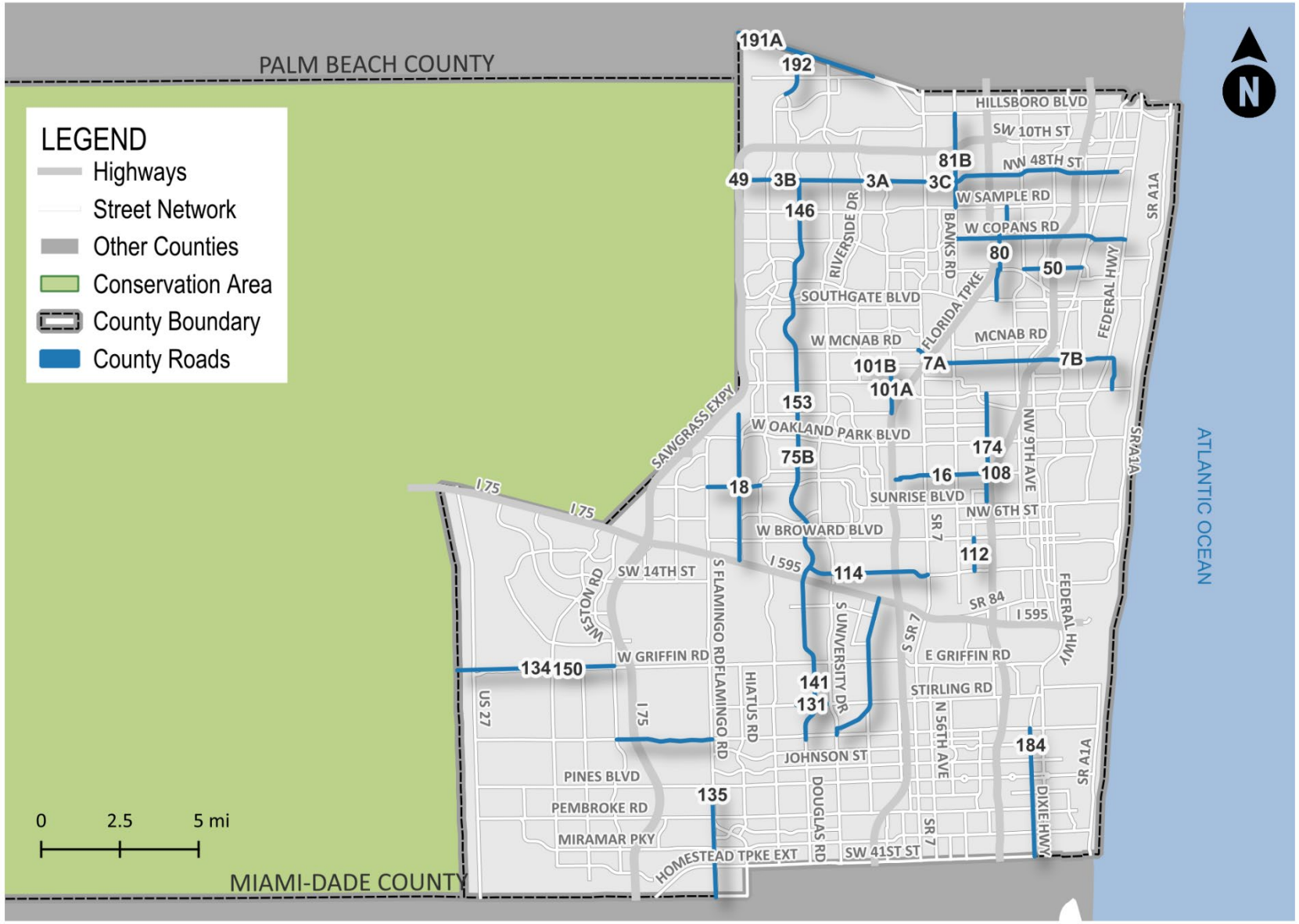

Table 8: Low-Stress Network City/County Road Projects

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
197A	82.67	Military Trail	County Line	Sample Road	Easy	3.95
6B	75	W McNab Road	Stranahan Canal	SR 7 / 441	Moderate	2.41
6A	72.67	W McNab Road	NW 108 Terrace	Stranahan Canal	Moderate	3.09
34A	71	Sheridan Street	N Flamingo Road	University Drive	Moderate	3.97
179	71	Miramar Parkway / Hallandale Beach Boulevard	Douglas Road	SW 56th Avenue	Hard	3.87
197B	68.33	Military Trail	Sample Road	W Copans Road	Easy	1.09
21B	67	Oakland Park Boulevard	University Drive	Rock Island Road	Hard	2.15
34B	66.67	Sheridan Street	University Drive	NW 66th Avenue	Moderate	1.83
96A	66.67	Riverside Drive	Sample Road	Sawgrass Expressway	Moderate	2.13
172	60	NW 27 Avenue / Riverland Road	NW 11th Street	Riverlands Woods Park	Moderate	4.79
145A	57.17	Pine Island Road / Coral Springs Drive	Coral Ridge Drive	Sawgrass Expressway	Moderate	1.85
21A	57	Flamingo Road / Oakland Park Boulevard	Panther Parkway	University Drive	Hard	4.09
62	55.67	136th Avenue	I-595	Orange Drive	Easy	4.39
167	49.67	Sheridan Street	US 27	NW 160th Avenue	Moderate	4.50
145B	48.83	Coral Springs Drive	Sawgrass Expressway	Wiles Road	Moderate	1.09
96B	46.83	Riverside Drive	Sawgrass Expressway	Holmberg Road	Moderate	0.67
85	46.33	Miami Road	SE 12th Street	Eller Drive	Moderate	4.33
32A	41.67	Stirling Road	SW 90th Avenue	Flamingo Road	Moderate	2.95
61	35.33	148th Avenue	Griffin Road	Sheridan Street	Moderate	2.31
32B	26.33	Stirling Road	SW 106th Avenue	Flamingo Road	Moderate	2.90

Figure 4: Low-Stress Network County/City Road Projects

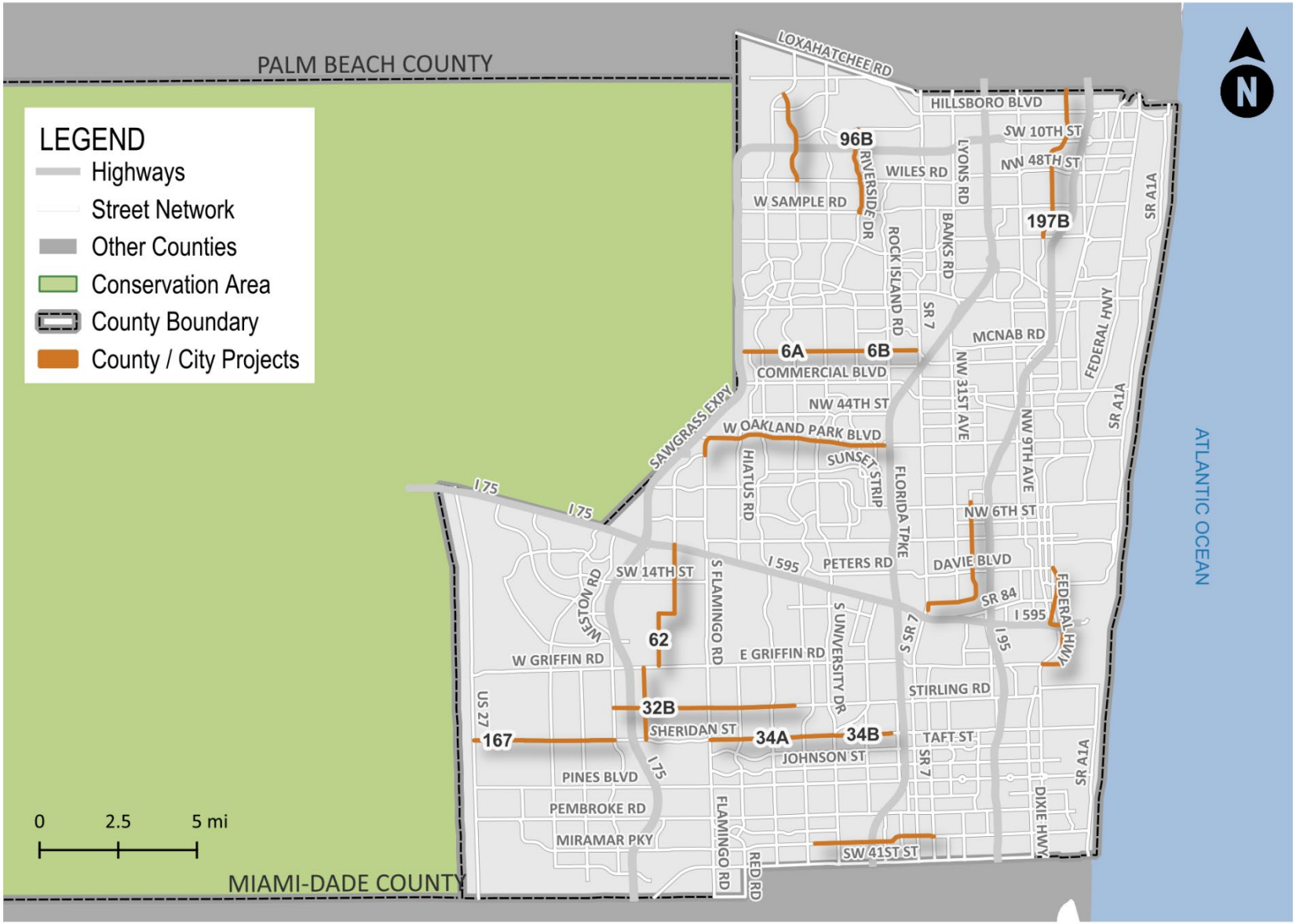

Table 9: Low-Stress Network City Road Projects

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
200A	84.67	Dixie Highway (NB)	McNab Road	Pompano Park Place	Existing Buffered Bike Lane	2.25
200B	84.67	Dixie Highway (SB)	McNab Road	Pompano Park Place	Existing Buffered Bike Lane	2.25
200C	84.67	Dixie Highway	Pompano Park Place	NE 10th Street	Hard	2.25
198	84.33	Atlantic Boulevard	I-95	Cypress Road	Under Construction	0.87
84A	84	NE 5th Avenue	W Copans Road	Cypress Creek Canal	Moderate	3.88
190B	82.67	Dixie Highway	Sample Road	E Atlantic Boulevard	Hard	3.13
160	80.5	FAU Research Park Boulevard / NE 3rd Ave	SW 10th Street	W Copans Road	Moderate	2.84
169A	78.5	Johnson Street	72nd Avenue	N 26th Avenue	Moderate	4.55
11A	77	44th Street	NW 117 Avenue	University Drive	Easy	3.30
4B	75	Royal Palm Boulevard	Riverside Drive	Hammock Boulevard	Moderate	2.74
250	75	NW 6th Street	NW 27th Avenue	NE 15th Avenue	Hard	3.12
185	71.17	Johnson Street	I-95	Holland Park	Hard	2.91
11B	70.67	44th Street	University Drive	Rock Island Road	Easy	2.52
187C	70.5	Taft Street	University Drive	S 60th Avenue	Moderate	2.54
4A	70	Royal Palm Boulevard	Westchester Elementary School	Riverside Drive	Moderate	3.64
57	68.5	SE 2nd Avenue / NE 17th Avenue / NE 15th Avenue / NE 12th Avenue Terrace	Hillsboro Boulevard	NE 23rd Avenue	Easy	4.42
58A	68.5	Hiatus Road	NE Lake Boulevard	Red Road	Moderate	4.00
180	68.5	Hiatus Road	Sheridan Street	Red Road	Moderate	3.31
183A	66.67	Miramar Parkway	Monarch Lakes Boulevard	Canal Road	Easy	4.85
97	66	NW 64th Avenue (Roarke Drive) / Sunset Strip	West Oakland Park	W Sunrise Boulevard	Easy	2.16
187A	66	Taft Street	S 60th Avenue	N 14th Avenue	Moderate	4.53
15	65.5	19th Street Connection 1	NW 15th Street	Federal Highway / US 1	Moderate	3.09
187B	65	Taft Street	Pembroke Falls Boulevard	University Drive	Moderate	5.15
183B	64.67	Miramar Parkway	SW 192nd Terrace	Monarch Lakes Road	Easy	4.28
4C	61.33	Royal Palm Boulevard	Hammock Blvd	Lyons Road	Moderate	0.46
19	61.33	Sunset Strip Connection	Sunset Strip	W Sunrise Boulevard	Moderate	0.60
17	60.5	Sunset Strip	Nob Hill Road	NW 52 Avenue	Easy	4.13

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
171	60	Miramar Boulevard	S Hiatus Road	Miramar Pkwy	Moderate	2.80
41	59.83	26th Avenue	Sheridan Street	Johnson Street	Easy	1.04
40B	59.67	Johnson Street	University Drive	72nd Avenue	Moderate	1.04
10	58.67	38th Street	NW 21st Avenue	NE 16th Avenue	Easy	2.90
90A	58.67	Las Olas Boulevard / Federal Highway	SE 12th Avenue	Las Olas Boulevard	Hard	0.82
36	58.17	Hollywood Boulevard	I-95	N 11th Avenue	Hard	2.47
59B	58.17	160th Avenue	Pines Boulevard	Miramar Parkway	Moderate	2.09
84B	57.83	NE 5th Avenue	Cypress Creek Canal	NE 62nd Street	Moderate	0.35
78B	57.67	SW 56th Avenue	Hollywood Boulevard	SW 32nd Court	Moderate	1.97
90B	57.67	Las Olas Boulevard / Federal Highway	SE 6th Avenue	SE 16th Avenue	Hard	0.65
155	57.67	Weston Road	Markham County Park	Griffin Road	Moderate	4.87
1A	57.5	Holmberg Road	Coral Ridge Drive	N SR 7 / 441	Easy	4.96
40A	57.5	Johnson Street	N Flamingo Road	University Drive	Moderate	4.09
79	57.33	21st Avenue	Atlantic Boulevard	West Cypress Creek	Hard - may be through private property	2.16
176	57.33	NW 12th Avenue	W Cypress Creek Road	Commercial Boulevard	Moderate	1.10
78A	56.67	SW 56th Avenue	Griffin Road	Hollywood Boulevard	Moderate	3.67
177	56.33	SW 30th Avenue	Marina Road	Griffin Road	Moderate	1.65
59A	55.67	160th Avenue	Orange Drive	Pines Boulevard	Moderate	3.98
109	55.33	19th Street Connection 1 (NW 15th Avenue)	19th Street	17th Street	Hard	0.21
98	55	81st Avenue	Ramblewood Drive	NW 62nd Street	Moderate	2.01
122	55	FPL ROW	Sample Road	Atlantic Boulevard	Canal opportunities	2.73
158	54.17	NE 15th Avenue / NE 16th Avenue	NE 38th Street	NE 13th Street	Moderate	2.26
13	53.67	Bayview Drive	E Commercial Boulevard (SR 870)	NE 20th Street	Easy	2.76
86	53.67	26th Avenue	Hollywood Boulevard	W Hallandale Beach Boulevard	Moderate	1.74
102	53.33	Las Olas Boulevard	SE 16th Avenue	S Fort Lauderdale Beach Boulevard	Hard	1.44
65	53.17	136th Avenue	Sheridan Street	Pembroke Road	Moderate	2.48
173	52.33	NW 11th Street	NW 27th Avenue	NW 23rd Avenue	Moderate	0.47

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
38	52.17	Monarch Lakes Boulevard / Miramar Boulevard	Miramar Parkway	S Hiatus Road	Moderate	3.08
68C	52.17	172nd Avenue	Pembroke Road	Bass Creek Road	Moderate	1.53
45B	51.67	14th Street / Indian Trace	SW 160th Avenue	SW 130th Avenue	Easy	2.57
68A	51.67	172nd Avenue	SW 68th Court	Pembroke Road	Moderate	2.77
99	51.67	65th Avenue	Sunset Strip	Peters Road	Easy	2.97
103	51.67	Natura Boulevard	W Hillsboro Boulevard	SE 15th Street	Hard	1.64
159	51.67	NE 16th Avenue / NE 15th Avenue	NE 62nd Street	NE 38th Street	Moderate	2.21
191B	51.33	Loxahatchee Road	Blue Spring Drive	SR 7 / 441	Under Construction	1.72
226B	51.33	Pembroke Road/184th Avenue/Miramar Parkway/Greenway Network	SW 179th Way	Pembroke Road	Moderate	1.52
81A	51	Lyons Road	Sample Road	Atlantic Boulevard	Moderate	3.09
1B	50.83	Holmberg Road	N SR 7/441	Lyons Creek Middle School	Easy	1.35
45A	50.67	14th Street / Indian Trace	I-75	SW 160th Avenue	Easy	4.09
42	50.33	14th Street Connection	at S Flamingo Road		Moderate	0.07
43	50.33	14th Street	S Flamingo Road	SW 14th Place	Easy	0.24
46	50.33	Hiatus Road	I-595	Orange Drive	Easy	3.29
68B	50.33	172nd Avenue	Griffin Road	Sheridan Street	Moderate	2.28
226C	49.33	Pembroke Road / 184th Avenue / Miramar Parkway Greenway Network	SW 179th Way	Pembroke Road	Moderate	1.01
76A	49.17	72nd Avenue	Davie Road Extension	Hollywood/Pines Boulevard	Moderate	2.27
157	49.17	NE 15th Avenue	NE 13th Street	E Las Olas Boulevard	Moderate	1.65
169B	48.33	N 26th Avenue	Johnson Street	Hollywood Boulevard	Moderate	0.46
182	47.83	Johnson Road	Lyons Road	Lyons Creek Middle School	Moderate	0.37
30	47.5	Orange Drive Trail	154th Avenue	S SR 7/441	Existing trails/ped bridges	8.79
76B	47.17	72nd Avenue	Hollywood/Pines Boulevard	Pembroke Road	Moderate	1.16
8	46.67	Middle River Trail	Turnpike	NW 21st Avenue	Existing trails/ped bridges	3.07
87	45.33	3rd Avenue / 4th Avenue	US 1/Federal Highway	Dixie Highway	Moderate	1.68
58B	44.67	SW 106 Avenue	Griffin Road	Hiatus Road	Moderate	2.30
60	43.83	154th Avenue	SW 14th Street	SW 31st Street	Easy	1.41
105	42.33	4th Avenue	NE 16th Street	NE 6th Avenue	Hard	0.57

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
31	41.83	154th Avenue	SW 31st Street	Orange Drive	Easy	1.45
181	40.83	Johnson Road	N SR 7 / 441	Lyons Road	Moderate	1.01
66	40.33	136th Avenue	Pembroke Road	Miramar Parkway	Moderate	0.98
94	40.33	Palm Aire Drive Canal	N Course Lane	W Palm Aire Drive	Existing trails/ped bridges	0.59
124	40.33	NW 67th Street	Village Drive	I-95	Hard	0.59
202	40.33	Loxahatchee Road Trail	SR 7/441	University Drive	Moderate	3.17
227C	40.33	Sunrise Boulevard / University Drive Greenway Network	Broward Boulevard	Sunrise Boulevard	Moderate	0.05
5	40	Cypress Creek Trail	Conservation Levee Connection	81st Avenue	Existing trails/ped bridges	3.64
110	38.83	13th Street	NE 17th Avenue	US 1/N Federal Highway	Hard	0.40
93	36.33	Palm Aire Drive Canal	Sands Harbor Terrace	S Powerline Road	Existing trails/ped bridges	1.84
111	36.33	Bayview Drive	NE 20th Street	Sunrise Boulevard (SR 838)	Hard	1.03
117	36.33	Hiatus Road	NE Lake Boulevard	Sheridan Street	Hard	0.73
226A	36.33	Pembroke Road / 184th Avenue / Miramar Parkway Greenway Network	SW 179th Way	Pembroke Road	Moderate	2.12
64	27.83	136th Avenue	SW 26th Street	Orange Avenue	Easy	2.17
144	27.83	Rainbow Lakes Park FPL Easement	23rd Street	Pine Island Road	Moderate	0.19
63	25.33	SW 37th Court (136 Avenue Connection)	SW 142nd Avenue	SW 136th Avenue	Easy	0.53
67	25.33	136th Avenue Connection	at Pembroke Road		Hard	0.07

Figure 5: Low-Stress Network City Road Projects

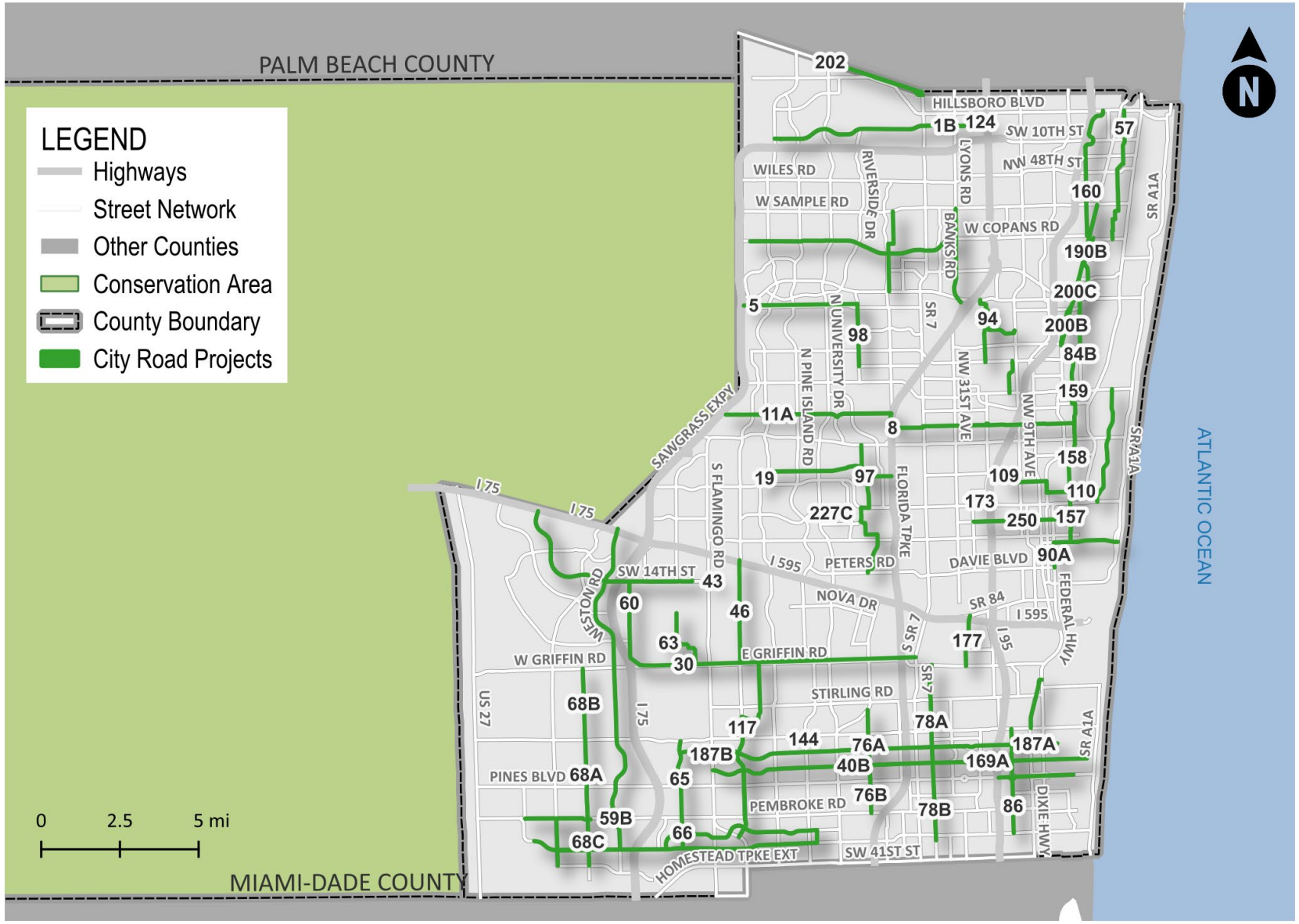

Table 10: Low-Stress Network Multi-Agency Projects

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
240	78.67	Airpark Trail	Airport / Golf Course Loop	Airport / Golf Course Loop	Existing trails/ped bridges	4.47
246	69.33	Marina Boulevard / SW 24th Street	SW 25th Terrace	Miami Road	Hard	2.54
233	67.67	W Broward Boulevard	S Pine Island Road	Holloway Canal	Canal opportunities	1.91
234	67	W Commercial Boulevard	Sawgrass Expressway	NW 21st Avenue	Hard	7.89
232	65.67	Canal Trail	NW 65th Avenue	NW 9th Drive	Canal opportunities	1.46
236	61.67	W Commercial Boulevard	NW 12th Avenue	Bayview Drive	Hard	3.26
238	58.33	NW 8th Road	NW 31st Avenue	NW 27th Avenue	Moderate	0.65
223	56.67	47th Avenue - 31st Avenue Trail	31st Avenue	47th Avenue	Moderate	1.74
207	56	Stranahan River - Southgate Boulevard Greenway Trail	Southgate Boulevard Greenway	Sample Road	Moderate	2.93
244	55.67	SW 103rd Avenue / SR 820 / N Palm Avenue	City Center Boulevard	N Palm Avenue	Hard	0.54
227B	54.67	Sunrise Boulevard/University Drive Greenway Network	Broward Boulevard	Sunrise Boulevard	Moderate	0.98
137	53	Middle River Canal	N Old Hiatus Road	N Sunrise Lakes Drive	Canal opportunities	3.47
230	52.33	Canal Trail	W Broward Boulevard	Peters Road	Canal opportunities	1.08
126	50.33	44th Street Connection	Rock Island Road	at Middle River Canal	Hard	0.14
229	50	Canal Trail	N Hiatus Road	NW 10th Street	Canal opportunities	4.89
188	49.33	L 37 Canal Trail	Recreation Road	Service Road	Existing trails/ped bridges	5.79
245	47.33	SW 17th Street	SW 9th Avenue	Miami Road	Hard	1.23
151	46.83	Griffin Road	Volunteer Road	Winkopp Bridge	Moderate	0.34
206	45.67	Wiles Road - Sample Road Trail	South of Sample Road	North of Wiles Road	Moderate	2.44
12	44.67	Ped Bridge & Trail	NW 19th Street	NW 18th Court	Existing trails/ped bridges	0.26
130	44.33	Cypress Creek Trail Connection	SW 46th Avenue	Oasis At Palm Aire	Hard	0.65
214	44.33	Middle River Trail to NW 35th Avenue Connection	Canal Bridge	Canal Bridge	Moderate	0.08

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
215	42.67	University Drive Greenway - Middle River Trail	University Drive	Middle River	Moderate	1.28
44	41.33	14th Street	SW 130th Avenue	Flamingo Road	Existing trails/ped bridges	0.55
51	41.33	Ped Bridge	NW 40th Street	Tedder Elementary School	Existing trails/ped bridges	0.08
69	41.33	Ped Bridge	Miramar Parkway	Shopping Plaza (St. Bartholomew)	Existing trails/ped bridges	0.07
231	41.33	Canal Trail	NW 70th Avenue	NW 65th Avenue	Canal opportunities	0.37
237	41.33	N Rock Island Road	W Atlantic Blvd	Canal Access Road	Hard	0.46
25	40.33	Peaceful Ridge Trail	SE 121st Avenue	SW 112th Avenue	Existing trails/ped bridges	0.78
121	40.33	Existing Canal Crossing -	Orange Drive	Griffin Road	Existing trails/ped bridges	0.09
132	40.33	Orange Drive Connection	Weston Road	SW 154 Street	Hard	1.00
210	40.33	N Lauderdale Avenue - Cypress Creek Connection	Canal Bridge	Canal Bridge	Moderate	0.07
220	40.33	Indian Trace - Conservation Levee Greenway Trail	Conservation Levee Greenway	Indian Trace	Moderate	0.08
249	40.33	NW 76th Avenue	Broward Boulevard	NW 5th Street	Hard	0.56
138	40	Stranahan River	W Sample Road	at SW 79th Avenue Alignment	Canal opportunities	2.91
216	40	Middle River Greenway - Hiatus Road Trail	Oakland Park Boulevard	University Drive	Moderate	2.81
73	39.67	Central Trail	Taft Street	Johnson Street	Existing trails/ped bridges	0.60
205	39.33	Hillsboro Boulevard Trail - Conservation Levee Greenway Bridge	Canal Bridge	Canal Bridge	Moderate	0.07
219	39.33	Sunrise Boulevard - Conservation Levee Greenway Trail	Conservation Levee Greenway	Sunrise Boulevard	Moderate	0.10
209	37.33	Powerline Road - Tri Rail Corridor Trail	SW 16th Avenue	Powerline Road	Moderate	0.76
235	37.33	SW 10 Street	I-95	SW Natura Boulevard / SW 11th Way	Hard	0.27
211	36.67	Cypress Creek Trail - McNab Road Trail	W McNab Road	Cypress Creek Trail	Moderate	1.51
247	36.67	NW 136th Avenue	North New River Canal	Metropica Boulevard	Hard	2.24

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
95	36.33	Palm Aire Drive Canal	S Powerline Road	S Cypress Bend Drive	Existing trails/ped bridges	1.16
107	36.33	Ped Bridge	Central Broward Park & Broward County Stadium	West Ken Lake Park	Existing trails/ped bridges	0.05
241	36.33	Trail	Griffin Road / SR 818	Stirling Road / SR 848	Hard	1.32
208	35.67	Coral Ridge Drive - University Drive Trail	University Drive	Coral Ridge Drive	Moderate	1.99
91	35.33	New River Greenway Connection	at Riverland Woods Park		Hard	0.10
218	35.33	Commercial Boulevard - Conservation Levee Greenway Trail	Conservation Levee Greenway	Commercial Boulevard	Moderate	0.11
242	35.33	Trail / Ravenswood Road	West of Oakridge Avenue	Fort Lauderdale / Hollywood International Airport	Hard	2.15
74	34.67	Central Trail Connection	Johnson Street	Palm Avenue	Hard	0.45
120	34.67	FPL ROW	Hollybrooke Sub Station (Washington Street)	Miramar Boulevard	Hard	1.04
227A	33.67	Sunrise Boulevard / University Drive Greenway Network	Broward Boulevard	Sunrise Boulevard	Moderate	1.92
228	33.67	Hillsboro Canal Trail	SR 7/441	Military Trail	Canal opportunities	4.88
224	32.33	US 27 - Weston Road Trail	Weston Road	US 27	Moderate	4.46
70	31.33	Central Trail	Stirling Road	S Pine Island Road	Existing trails/ped bridges	1.17
72	31.33	Central Trail Connection	NW 23rd Street	Taft Street	Hard	0.53
119	31.33	FPL ROW	City Century Boulevard	W Atlantic Boulevard	Easy	0.46
123	31.33	FPL ROW	N Hiatus Road	Central Trail	Hard	2.30
239	31.33	Trail	Miramar Parkway	Flamingo Road / SR 823	Existing trails/ped bridges	0.45
243	31.33	Trail	West of S Flamingo Road	N Hiatus Road	Hard	1.04
248	31.33	N Flamingo Road	Sunrise Boulevard / SR 838	NW 136th Avenue	Hard	1.05
2	30.33	Holmberg Road - Trail	Lyons Creek Middle School	Lakeview Drive	Existing trails/ped bridges	0.30
47	30.33	Conservation Levee	at Cypress Creek Trail		Hard	0.21

Project No.	Score	Primary Alignment	From	To	Ease of Implementation	Length In Miles
127	30.33	Potential Trail Connection	Conservation Levee	NW 44th Street	Hard	0.70
133	30.33	Stranahan River	at SW 79th Avenue Alignment		Hard	0.06
203	30.33	Hillsboro Canal Trail	Powerline Road	Turnpike	Moderate	1.05
204	30.33	Village Drive - Lyons Creek Middle School Bridge	Canal Bridge	Canal Bridge	Moderate	0.05
213	30.33	Cleary Boulevard to Hiatus Road Greenway Connection	Canal Bridge	Canal Bridge	Moderate	0.08
217	30.33	Sample Road - Conservation Levee Trail	Conservation Levee	Sample Road	Moderate	0.09
225A	30.33	Sheridan Street Utility Easement Greenway	Sheridan Street Utility Easement	Sheridan Street Utility Easement Greenway	Moderate	0.07
225B	30.33	Sheridan Street Utility Easement Greenway	Sheridan Street Utility Easement	Sheridan Street Utility Easement Greenway	Moderate	0.15
225C	30.33	Sheridan Street Utility Easement Greenway	Sheridan Street Utility Easement	Sheridan Street Utility Easement Greenway	Moderate	0.81
225D	30.33	Sheridan Street Utility Easement Greenway	Sheridan Street Utility Easement	Sheridan Street Utility Easement Greenway	Moderate	0.49
136	29.83	Canal Parallel to SW 121st Avenue	Orange Drive	Stirling Road	Canal opportunities	1.66
201	29.33	University Drive/ Loxahatchee Road Trail	North of University Drive	Edgewater Lane	Moderate	0.95
221	28.67	Hiatus Road - Pine Island Road Trail	Pine Island Road	Hiatus Road	Moderate	1.73
222	25.33	Cleary Boulevard Greenway - Broward Boulevard Trail	Broward Boulevard	Cleary Boulevard Greenway	Moderate	1.03
166	25	Cypress Creek Trail	81st Avenue	SW 46th Avenue	Existing trails/ped bridges	3.32
212	15.33	Sunset Strip to Old Hiatus Road Connection	Canal Bridge	Canal Bridge	Moderate	0.08

Figure 6: Low-Stress Network Multi-Agency Projects