

2. TRANSPORTATION ELEMENT

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2. TRANSPORTATION ELEMENT DATA, INVENTORY, AND ANALYSIS

PURPOSE

Local governments whose jurisdiction is wholly or partially included within the urbanized area of a Metropolitan Planning Organization (MPO) are required to prepare and adopt a Transportation Element (TE) consistent with the provisions of Chapter 163, Part II, Florida Statutes (F.S.). The objective of the TE Data, Inventory, and Analysis (DIA) Report is to describe and analyze transportation resources within the Town, project future conditions, and prepare a foundation for the formulation of goals, objectives, policies, as well as implementation programs.

Data has been collected, analyzed and presented in text and graphic formats including a series of maps. In this analysis, as with the analyses in other elements of this Plan update, the Town's comprehensive planning horizon year is 2018. The TE DIA Report presents:

- An analysis of the existing transportation systems, including the ability of transportation facilities and services to meet the needs of existing land uses, and the adequacy of the existing and projected transportation system to provide adequate emergency evacuation routes;
- Growth trends and travel patterns, including relationships between land use and transportation systems;
- Projected transportation system levels of service (LOS) standards;
- An analysis of local and state transportation programs;
- Establishment and maintenance of adopted LOS standards; and
- Land use policy implications of transportation management programs necessary to promote public transportation.

DEFINITIONS OF TERMS AND CONCEPTS

Classification of Major Thoroughfares. Major thoroughfares are categorized into functional classification groups according to their character of service. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors, and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. Functional classifications for major thoroughfares are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2001).

Principal Arterials. The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve

longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of total urban traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous, with relatively high traffic volumes, long average trip lengths, and high operating speeds. Service to abutting land is typically subordinate to the provision of travel service and major traffic movements. Typical principal arterials include interstates, freeways, and other limited access facilities.

Minor Arterials. The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths, at a lower level of mobility than provided on principal arterials. Minor arterials provide continuity among communities, and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is typically not much greater than one mile in most urbanized areas.

Collectors. The collector street system provides vehicular access to and mobility within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Conversely, collectors also transition vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate traffic volumes, average trip lengths, and average operating speeds.

Local Streets. The local street system comprises all roadways not in one of the higher systems. It provides direct access to abutting land uses and connections to the higher order systems. It offers the lowest level of vehicular mobility, and usually contains no bus routes. Service to through traffic is often discouraged on local streets. Service on local streets has relatively low average traffic volumes, short average trip length, or minimal through traffic movements, and high land access for abutting property.

Level of Service (LOS). LOS standards can be determined for various public facilities. Within the urbanized area, level of service measurements are maintained for the automobile. LOS standards are discussed below.

Automobile Level of Service. *The Traffic Engineering Handbook* (Institute of Transportation Engineers, 1999) defines level of service for roadways (based upon the motorist's perspective) as:

“A qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.”

This definition can be further simplified as the ratio of traffic volume to roadway capacity. The six different levels of service are described below:

LOS A - Represents an ideal condition of primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream, and delays at intersections are minimal.

LOS B - Represents reasonably stable, unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.

LOS C - Traffic flow is stable but drivers are becoming restricted in their choice of speeds and ability to maneuver. This service level is often selected as being an appropriate criterion for roadway design purposes.

LOS D - Most motorists would consider this LOS unsatisfactory, as traffic flow is unstable. Driving speeds are tolerable for short periods but are subject to sudden variance. Time delays occur due to high volumes of traffic. The ability to maneuver and choose speed is severely restricted.

LOS E - Traffic flow is unstable as speeds and flow rates vary. Traffic flow has either stopped or is maintained at a low speed. There is little independence in selection of speeds or ability to maneuver. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway may act as a storage area resulting from downstream congestion. Generally, a facility at LOS E is operating at or above capacity.

LOS F - Traffic flow has generally come to a stopped condition, but will have slight inconsistent movement. No independence in selection of speeds or ability to maneuver exists at this level of service. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway is congested. Generally, a facility at LOS F is operating above capacity.

EXISTING TRANSPORTATION DATA REQUIREMENTS

Existing Transportation Map Series

The following series of maps found in Appendix B represents the existing conditions for the transportation network on a multimodal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the Town of Davie.

Figure 1: Existing Functional Classification of Major Roads

Figure 2: Existing Maintenance Responsibility of Roadways

Figure 3: Existing Number of Through Lanes for Each Major Roadway

Figure 4: Existing Public Transit Routes, Generators and Attractors

Figure 5: Transportation Facilities Critical to Evacuation of the Coastal Population

Figure 6: Existing Intermodal Facilities and Significant Bicycle/Pedestrian Ways

Figure 7: Existing Significant Parking Facilities

Figure 8: Existing Roadway Level of Service for Major Roadways

Airport and Port Facilities - The Town of Davie does not have any airport or seaport facilities within its municipal boundaries; therefore no associated data, analysis or maps regarding these facilities are presented in the Town's Comprehensive Plan (Comp Plan).

Analysis of Existing Transportation Systems

Davie's Transportation Element (TE) has been coordinated with the resources provided by the Broward County MPO and Broward County. These resources have been used for information that addresses countywide growth trends, travel patterns, and countywide land use and transportation alternatives. In addition, each of the local roadways is described in detail within the Town's Local Road Master Plan, prepared by Kittelson and Associates.

Port Facilities

There are no port facilities within the Town of Davie. The nearest major seaport is Port Everglades, which is located approximately six (6) miles east of the closest point of the Town, southeast of the central business district of the city of Fort Lauderdale. Port Everglades is a deep water port, serving commercial freight customers, cruise lines and recreation boating needs.

Airport Facilities

There are no airports within the Town. However, there are four (4) airports within a few miles of the Town.

1. Fort Lauderdale/Hollywood International Airport

Fort Lauderdale/Hollywood International Airport is a regional facility that serves international and domestic air carriers, and is located approximately 3 miles east of the Town. Broward County owns and operates the airport. The airport complex is approximately 1,718 acres in size and is located south of I-595 and east of I-95, some two (2) miles west of the coastline at its closest point. The runway alignments are generally east-west. Air traffic typically lands from the west, and takes off eastward over the Atlantic Ocean before beginning turning movements. The primary approach from the west is directly over most portions of the Town, just south of I-595. This causes problems with noise primarily in the eastern portion of the Town. There are FAA clear zone restrictions which affect uses and heights of structures. These are restrictions of development within the flight path corridor.

2. Fort Lauderdale Executive Airport

Fort Lauderdale Executive Airport is a general aviation facility located approximately seven and one half (7.5) miles northeast of the Town. Air traffic is generally restricted to non-commercial activities. The airport has east-west and diagonal (northwest-southeast and northeast-southwest) runway alignments. Air traffic typically takes off and lands on the east-west alignments. The use of the

other runway alignments (other than east-west) on occasion causes some flyover conflicts such as noise or safety concerns to nearby communities, but because of the distance between the Town and the airport little, if any, problems occur. Therefore, no clear zone of obstruction issues generally affect the Town.

3. Pompano Beach Airport

Pompano Beach Airport is a general aviation facility located approximately eleven (11) miles northeast of the Town within the City of Pompano Beach. Air traffic is generally restricted to noncommercial activities. The runway alignments are generally east-west. Air traffic typically makes turning movements within a few miles of the airport, therefore no clear zone or obstruction issues affect the Town.

4. North Perry Airport

North Perry Airport is a general aviation facility located approximately two (2) miles south of the Town. Air traffic is generally restricted to noncommercial activities. The airport has both north-south and east-west runway alignments. Air traffic typically takes off and lands on the east-west runway due to prevailing winds. Therefore, no clear zone or obstruction issues affect the Town.

General Aviation Travel

While the Town does not have physical facilities that directly affect the Town's development, the Federal Aviation Administration has designated certain flight routes over the Town. For example, the main approach flight path for Fort Lauderdale/Hollywood International Airport is directly over the Town, south of I-595. Also, an established helicopter north-south route parallels University Drive.

Freight and Passenger Rail Lines and Terminals

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

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

The western corridor is known as the Seaboard Coastline (CSX) Railroad line. The corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. Broward County owns and operates Park and Ride lots at several locations along the railway corridor. The closest Tri-Rail Station and parking lot is located south of Griffin Road just west of I-95.

Intermodal Terminals and Access to Intermodal Facilities

As mentioned above, there are no intermodal facilities within the Town. The Broward County West Regional Terminal is located in the City of Plantation, north of Broward Boulevard on the east side of Pine Island Road. Also, a Park-n-Ride lot is located on Sheridan Street at north 68th Avenue.

Average Peak Hour/Peak Direction Vehicle Trips

Table 1 presents peak hour/peak direction trip volumes and level of service grades for major thoroughfares within the Town of Davie. Level of service for major thoroughfares within the Town was measured using volume to capacity (v/c) ratios for major roadways defined in the Broward County MPO Transportation Plan to the Year 2030. Annual Average Daily Traffic Counts for 2005 were used to determine the existing roadway traffic volumes.

Levels of Service & Needs Based on Existing Design & Operating Capacity

The Town of Davie is located partially within Broward County's standard Southwest Concurrency District, and partially within the South Central Transit Oriented Concurrency District, as identified in the County's Land Development Code. All major roadways within the Southwest Standard district must operate at LOS D (90% of capacity). The South Central Transit Oriented Concurrency District recognizes the fact that the roads therein are over capacity, and requires new development pay into a general transit improvement fund to mitigate traffic impacts upon the roadways. The concern is, however, that these funds are not required to be spent within the same area they originated within. Currently, five of the nine public transit routes within that portion of the Town in the District are running in excess of 30 minute headways. Given that the RAC and the Transit Oriented Corridor are both within the District and constitute major redevelopment efforts, there is the potential for even more traffic generation and impacts over the next several years. Therefore, policies have been included in this document to encourage coordination between the Town and the County to address the traffic impacts of the proposed redevelopment projects.

As shown in Table 1, nine of the eighteen identified major roadways within the Town of Davie are currently failing. In order to address this, the Broward County MPO, the FDOT, and the Town of Davie have planned for several roadway improvements throughout the Town. In all there are more than 50 roadway improvement projects planned over the 10 year planning period. The improvements are described in greater detail under the heading "Transportation Projects Planned by Other Jurisdictions", and "Town of Davie Roadway Improvement Projects, 2008-2012" in the document below. In addition, these improvements will address existing roadway deficiencies, increase capacity, and provide for alternative means of transportation for visitors and residents of the Town of Davie and its roadway network. Please note that in Table 1, the notations have the following meanings.

e = estimated traffic volumes; r = maximum LOS "D" service volumes reduced by 5%

* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

Table 1. 2005 Traffic Volumes

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
Flamingo Road						
North of Griffin Road	D	5080	3560	0.70	B	Arterial
North of SW 26 Street	D	5080	3060	0.60	B	Arterial
North of SW 14 Street	D	5080	3860	0.66	B	Arterial
Hiatus Road						
North of Orange Drive	D	950	482	0.51	D	Collector
North of SW 26 Street	D	1390	836 e	0.60	C	Collector
North of SW 14 Street	D	1390	1190	0.86	D	Collector
Nob Hill Road						
North of Griffin Road	D	3221 r	2400	0.74	B	Arterial
Pine Island Road						
North of Griffin Road	D	3221 r	2754	0.85	C	Arterial
North of Nova Drive	D	3221 r	3410	1.06	F *	Arterial
SW 39 Street						
East of University Drive	D	950	949	1.00	D	Collector
SW 14 th Street						
East of I-75	D	950	1494	1.57	F	Collector
Interstate 75						
North of Griffin Road	D	13420	11380	0.85	D	Limited Access
Davie Road						

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification	
University Drive	East of University Drive	D	1482 r	1868	1.26	F *	Arterial
	North of Stirling Road	D	3221 r	2346	0.73	B	Arterial
	North of Griffin Road	D	3110	2715	0.87	D	Arterial
	North of Nova Drive	D	3110	4360	1.40	F *	Arterial
	North of Stirling Road	D	5080	4160	0.82	B	Arterial
	North of Griffin Road	D	4680	5060	1.08	F *	Arterial
	North of Nova Drive	D	4680	6710	1.43	F *	Arterial
Griffin Road	East of I-75	D	4826 r	2510	0.52	B	Arterial
	East of SW 148 Avenue	D	1482 r	2020 e	1.36	F	Arterial
	East of SW 136 Avenue	D	1482 r	1529	1.03	F	Arterial
	East of Flamingo Road	D	5080	1840	0.36	B	Arterial
	East of 118 Avenue	D	5080	1840 e	0.36	B	Arterial
	East of Hiatus Road	D	5080	1840 e	0.36	B	Arterial
	East of SW 100 Avenue	D	5080	2300	0.45	B	Arterial
	East of SW 90 Avenue	D	5080	2300 e	0.45	B	Arterial
	East of Pine Island Road	D	5080	3110	0.61	B	Arterial
	East of University Drive	D	4680	2560 e	0.55	C	Arterial

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
East of 76 Avenue	D	4680	2560	0.55	C	Arterial
East of Davie Road	D	4680	2760	0.59	C	Arterial
East of FL Turnpike	D	4680	2510	0.54	C	Arterial
SR 84						
East of Sawgrass Expressway	D	4068	3600	0.88	C	Arterial
East of SW 136 Avenue	D	4068	4255	1.05	F	Arterial
East of Flamingo Road	D	4068	3250	0.80	B	Arterial
East of Hiatus Road	D	4068	2315	0.57	B	Arterial
East of 100 Avenue	D	4068	4150	1.02	F *	Arterial
East of Pine Island Road	D	4068	4400	1.08	F *	Arterial
East of University Drive	D	4068	4710	1.16	F *	Arterial
East of Davie Road	D	N/A	N/A	N/A	N/A	Arterial
I-595						
East of Sawgrass Expressway	D	9840	8245 e	0.84	F	Limited Access
East of SW 136 Avenue	D	9840	11710	1.19	F	Limited Access
East of Flamingo Road	D	9840	13030	1.32	F	Limited Access
East of Hiatus Road	D	9840	12290	1.25	F	Limited Access
East of 100 Avenue	D	9840	13970	1.42	F *	Limited Access
East of Pine Island Road	D	9840	13890	1.41	F *	Limited Access
East of University Drive	D	13420	14940	1.11	E	Limited Access
East of Davie Road	D	13420	13730	1.02	E	Limited Access
East of FL Turnpike	D	9840	14960 e	1.52	F	Limited Access

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
SW 136 Avenue						
North of SW 14 th Street	D	950	945	0.99	D	Arterial
Nova Drive						
	D	950	1023	1.08	E	Collector
Florida's Turnpike						
North of Griffin Road	D	10050	11630	1.16	F *	Limited Access
State Road 7						
North of Griffin Road	D	4680	4050	0.87	D	Arterial
North of Orange Drive	D	4680	3930	0.84	D	Arterial
Stirling Road						
East of University Drive	D	5080	2910	0.57	B	Arterial
East of Davie Road	D	5080	4110	0.81	B	Arterial
SW 30 Street						
East of Pine Island Road	D	950	905	0.95	D	Collector

Source: Broward County Roadway Capacity and Level of Service Analysis, 2006

e = estimated traffic volumes; r = maximum LOS "D" service volumes reduced by 5%

* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

Existing Modal Split and Vehicle Occupancy Rates.

According to journey-to-work data collected in the 2000 census, single occupant automobile trips account for approximately 83.2% of all trips to and from work reported by residents in Davie. Carpools account for approximately 10.5%, public transit for approximately 0.88%, walking for approximately 1.2%, and other means for approximately 0.75%. Approximately 2.6% of Town residents reported working at home. The Southeast Florida Regional Travel Characteristics Study, completed in 2000, reported that the average vehicle occupancy for Broward County was 1.31 persons per vehicle.

Existing Public Transit Facilities and Routes.

Currently, Broward County Transit (BCT) provides five bus routes in Davie, as shown on Figure 4. Specifically, the bus routes are: Route 2 (University Drive), Route 9 (Davie Road/BCC), Route 12 (University/Nova/Davie), Route 18 (US 441), and Route 23 (Interstate 75). As shown on Figure 4, the routes are distributed among major roads in the Town, with particular emphasis on service to the downtown area and the South Florida Education Center (SFEC). More detail about each of the existing routes is provided below:

- Route 2 traverses through the Town of Davie along University Drive from Interstate 95 to Griffin Road. The route originates from Coral Springs and goes south through Margate and Plantation, through Davie, Pembroke Pines, and Miramar into Miami-Dade County, where it terminates at the Golden Glades Park and ride lot. Miami-Dade transit routes E, V, 22, 95 and the Niteowl connect at the park and ride lot.
- Route 9 provides service through central Broward County. The route traverses through the Town of Davie on Davie Road, looping through the Broward County Community College campus. The route commences in Miami-Dade County at the Aventura mall and goes through Hollywood and Pembroke Pines before entering Davie at Griffin Road. The route continues north of Davie into Plantation, and terminates at the Broward Central terminal in downtown Fort Lauderdale. The Central Terminal provides service to fifteen other routes that provide service to most of Broward County.
- Route 12 provides service along University Drive, Nova Drive, Davie Road and the Davie Road extension. The route originates at the West Regional Terminal in Plantation, which connects to five other bus routes, and proceeds through Davie before going east on Sheridan Street to North Beach Park in Dania Beach.
- Route 18 provides tri-county service utilizing the US 441 corridor. It passes through the eastern side of Davie. The route originates in the Golden Glades park and ride lot, and proceeds through Broward County and north into Palm Beach County, where it terminates at Sandalwood Cove Boulevard and US 441.

- Route 23 provides service from the Sawgrass Mills Mall to the Pembroke Lakes Mall. The bus route commences in Pembroke Pines, crosses in and out of the Town of Davie and Weston on the west side of Interstate 75, proceeds north on NW 136th Avenue and ends in the City of Sunrise at Sawgrass Mills. While the transit route does not have stops in Davie, it passes through the Town.

The Town of Davie also provides two public bus routes which service the Town, as described below. The bus service is provided free of charge to residents of the Town.

Table 2: Transit Route Characteristics and Headways

Provider	Route	Location	Headway (Minutes)	Average Daily Boardings	Average Daily Alightings
Broward County Transit	2	N-S- University Dr.	20 minutes	624	468
Broward County Transit	9	N-S – Davie Rd., N. 68 th Ave.	40 minutes	420	369
Broward County Transit	12	E-W – Nova Dr., N-S Davie Rd.	40 minutes	434	446
Broward County Transit	18	N-S SR 7/US 441	30 minutes/15 minutes	197	433
Broward County Transit	23	E-W 172 Ave., Sheridan St.	45 minutes	No stops in Davie, although the route traverses through Davie and has stops just outside the Town limits.	
SubTotal of Broward County Ridership				1675	1716
Provider	Route	Location	Headway (Minutes)	Average Daily Ridership	
Town of Davie	East	East Davie (SFEC)	45	181	
Town of Davie	West	West Davie, Plantation (#75)	45	221	
SFRTA	SFEC	From Tri-Rail Station to SFEC	30	186	
NOVA Southeastern	Campus Shuttle	NSU Campus	5-7	384	

Source: Davie Evaluation and Appraisal Report, 2005; Broward County Transit, 2004; South Florida Regional Transportation Authority, 2004

In addition to the above referenced public transit routes, the Town has been awarded a grant from the Florida Department of Transportation for the development of 17 bus shelters and associated amenities. The grant is in the amount of \$365,000, and will provide funds for the construction of the shelters and associated trash cans, benches, bike racks, and landscaping.

Transportation Disadvantaged

The transportation disadvantaged includes individuals who, because of physical or mental disability, income status, or age, are unable to transport themselves or purchase transportation. As a result, these individuals are dependent upon others to obtain access to health care, employment, education, shopping, social, or other life-sustaining activities.

Broward County has established a Transportation Disadvantaged Program administered by the Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB). The BCCB identifies transportation needs in the service area and provides information, advice, and direction to the Community Transportation Coordinator. In addition, the Broward County Metropolitan Planning Organization and the Board of County Commissioners, with the guidance and approval of the BCCB, have developed a coordinated “Transportation Disadvantaged Service Plan (TDSP)”. The TDSP is an annually updated tactical plan containing four components: a three-year Development Plan identifying long term goals and objectives; a one-year Service Plan identifying operational and administrative structure; quality assurance; and cost/revenue allocation and rate structure justification.

According to the 2000 Census’s American Factfinder, 1,290, or approximately 4.5% of the households in Davie were without a vehicle in 2000. Whereas, there were 61,191 households (or 9.4%) in Broward County without a vehicle in 2000. Being without a vehicle does not necessarily translate into being transportation disadvantaged, as people may choose to be without a vehicle and rely instead on public transportation or other means of transportation.

Existing Characteristics of Major Trip Generators and Attractors

The primary trip generators and attractors within Davie are: the Truck Stop; several multi-family housing complexes; Downtown Davie; the retail shops along SR 84; the Tower Shops shopping center; the University Drive commercial strip; the Auto Auction; the ANDRX; the Davie Commerce Center and the South Florida Education Center. These areas are reasonably well-served by public transit. The SFEC, and Downtown Davie are in a pedestrian-friendly area where a number of trips during the day may be made by foot. In addition, the SFEC Transportation Management Association operates a Tri-Rail Express Bus service which provides service between the Fort Lauderdale Airport Tri-Rail station at Griffin Road and Interstate 95 and the SFEC campuses.

Existing Bicycle/Pedestrian Facilities

The Town of Davie has established an extensive network of recreational pedestrian, bike and equestrian trails throughout the Town. The trails are predominantly located within the framework of the Town’s roadway network, as illustrated by Figure 6.

Availability of Transportation Facilities & Service to Serve Existing Land Uses

The Town of Davie contains approximately 22,910 acres of land. Excluding vacant land, more than half (approximately 70%) of the Town's developed land is in residential use. Other significant land uses include the Regional Activity Center (RAC) (10%), commercial (7%), industrial (3%), recreation and open space (2%), and government/institutional uses (1%), with the remainder in various other uses of small extent. Thus, less than 25% of Town traffic is generated by local nonresidential uses. Furthermore, the nonresidential uses of the Town are primarily concentrated on the eastern side of the Town, and along the major roadways along the northern and southern boundaries of the Town. Although there is an abundance of existing transportation facilities within the eastern portion of the Town, the level of service analysis has indicated significant roadway capacity failures throughout the Town. Consequently, the Town, Broward County and the Florida Department of Transportation have included several roadway improvement projects within the Town boundaries.

Adequacy of Existing and Projected Evacuation Transportation System

The Town of Davie is not located in a coastal evacuation area. However, portions of the transportation system in Davie are important for evacuation scenarios. As shown on Figure 5, the Town considers the following routes critical to coastal evacuation: Florida Turnpike; Interstate 75; SR 7/US 441; Griffin Road; SR 84; and Interstate 595. In order to address this, the Broward County MPO, the FDOT, and the Town of Davie have planned for several roadway improvements to the facilities which serve as emergency evacuation routes. Specifically, improvements are planned for I-595, I-75, and Florida's Turnpike. These improvements will address existing roadway deficiencies and increase capacity on the critical evacuation routes within the Town.

FUTURE TRANSPORTATION DATA REQUIREMENTS

Future Transportation Map Series

The following series of maps found in Appendix B, which is included in the Transportation Element Goals, Objectives and Policies (GOPs), represent the future conditions (2018) for the transportation network on a multi-modal basis. This includes the roadway system, public transit system, and bicycle and pedestrian facilities within the Town of Davie.

Figure 1: Future (2018) Functional Classification of Major Roads

Figure 2: Future (2018) Maintenance Responsibility of Roadways

Figure 3: Future (2018) Number of Through Lanes for Each Major Roadway

Figure 4: Future (2018) Public Transit Routes, Generators and Attractors

Figure 5: Future (2018) Transportation Facilities Critical to the Evacuation of the Coastal Population

Figure 6: Future (2018) Intermodal Facilities and Significant Bicycle and Pedestrian Ways

Figure 7: Future (2018) Significant Parking Facilities

Figure 8: Projected Future (2018) Vehicular Level of Service

Figure 9: Thoroughfare Right-of-Way Map

Analysis of Future Transportation System

Transportation System Levels of Service and Growth Trends

Several departures from existing conditions are projected over the planning horizon to the year 2018. Roadway capacity and other improvements contained in the Broward County MPO Long Range Transportation Plan (LRTP) are assumed to occur as scheduled.

Existing and Projected Inter-Modal Deficiencies and Needs

There are currently no dedicated intermodal facilities within the Town of Davie.

Impact of Projected Land Use on Transportation System Levels of Service

The projected use scenario assumes buildout of the proposed Future Land Use Map (FLUM). While the Town intends to pursue greater development densities and intensities in the eastern area, future land use amendments will be necessary to facilitate this. Impacts to transportation from these future land use amendments will be evaluated at the time of the amendments, when the size and proposed density/intensity is more certain.

Projected Traffic Conditions

The peak hour/peak direction traffic volumes and levels of service anticipated in 2015 are summarized in Table 5. As shown, portions of 11 of the Town's 18 major roadways are projected to exceed the level of service in 2015. In order to address the roadway deficiencies throughout the Town, the FDOT, Broward County, and the Town of Davie have scheduled several roadway improvements throughout the Town over the next 10 years. A brief description of the improvements is provided below.

Table 3: Future 2015 Traffic Volumes

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
Flamingo Road						
North of Griffin Road	D	53,500	40,751	0.76	B	Arterial
North of SW 26 Street	D	53,500	34,394	0.64	B	Arterial
North of SW 14 Street	D	53,500	37,136	0.69	B	Arterial
Hiatus Road						
North of Orange Drive	D	10,000	5,976	0.60	B	Collector
North of SW 26 Street	D	14,600	11,005	0.75	B	Collector
North of SW 14 Street	D	14,600	18,852	1.29	F	Collector
Nob Hill Road						
North of Griffin Road	D	33,915	29,978	0.88	C	Arterial
Pine Island Road						
North of Griffin Road	D	33,915	33,114	0.98	D	Arterial
North of Nova Drive	D	50,825	37,741	0.74	B	Arterial
SW 39 Street						
East of University Drive	D	10,000	11,084	1.11	F *	Collector
SW 14th Street						
East of I-75	D	10,000	13,923	1.39	F	Collector
Interstate 75						
North of Griffin Road	D	182,600	151,390	0.83	D	Limited Access

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
Davie Road						
East of University Drive	D	16,359	23,157	1.42	F *	Arterial
North of Stirling Road	D	33,915	28,044	0.83	D	Arterial
North of Griffin Road	D	32,700	38,973	1.19	F *	Arterial
North of Nova Drive	D	49,200	49,549	1.00	D	Arterial
University Drive						
North of Stirling Road	D	53,500	50,378	0.94	D	Arterial
North of Griffin Road	D	49,200	55,684	1.13	F *	Arterial
North of Nova Drive	D	49,200	65,268	1.33	F *	Arterial
Griffin Road						
East of I-75	D	50,825	31,815	0.63	B	Arterial
East of SW 148 Avenue	D	20,000	27,942	1.40	F	Arterial
East of SW 136 Avenue	D	20,000	26,205	1.31	F	Arterial
East of Flamingo Road	D	53,500	27,480	0.51	B	Arterial
East of 118 Avenue	D	53,500	29,172	0.55	B	Arterial
East of Hiatus Road	D	53,500	29,172	0.55	B	Arterial
East of SW 100 Avenue	D	53,500	31,319	0.59	B	Arterial
East of SW 90 Avenue	D	53,500	33,494	0.63	B	Arterial
East of Pine Island Road	D	53,500	43,567	0.81	C	Arterial
East of University Drive	D	49,200	29,716	0.60	B	Arterial
East of 76 Avenue	D	49,200	30,813	0.63	B	Arterial
East of Davie Road	D	49,200	38,271	0.78	B	Arterial

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification	
SR 84	East of FL Turnpike	D	49,200	34,931	0.71	B	Arterial
	East of Sawgrass Expressway	D	42,840	37,726	0.88	C	Arterial
	East of SW 136 Avenue	D	42,840	34,435	0.80	C	Arterial
	East of Flamingo Road	D	42,840	29,131	0.68	B	Arterial
	East of Hiatus Road	D	42,840	23,584	0.55	B	Arterial
	East of 100 Avenue	D	42,840	35,221	0.82	C	Arterial
	East of Pine Island Road	D	42,840	31,571	0.74	B	Arterial
	East of University Drive	D	42,840	43,638	1.02	F *	Arterial
I-595	East of Sawgrass Expressway	D	105,800	104,104	0.98	D	Limited Access
	East of SW 136 Avenue	D	182,600	150,625	0.82	C	Limited Access
	East of Flamingo Road	D	182,600	168,337	0.92	D	Limited Access
	East of Hiatus Road	D	182,600	171,315	0.94	D	Limited Access
	East of 100 Avenue	D	182,600	190,246	1.04	F *	Limited Access
	East of Pine Island Road	D	182,600	192,896	1.06	F *	Limited Access
	East of University Drive	D	182,600	196,049	1.07	F *	Limited Access
	East of Davie Road	D	182,600	209,519	1.15	F *	Limited Access
	East of FL Turnpike	D	182,600	201,694	1.10	F	Limited Access
SW 136 Avenue	North of SW 14 th Street	D	10,000	9,970	.99	D	Arterial
Nova Drive							

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
Florida's Turnpike	D	10,000	10,888	1.09	F *	Collector
State Road 7						
North of Griffin Road	D	140,200	148,784	1.06	E	Limited Access
North of Griffin Road	D	49,200	52,968	1.08	E	Arterial
North of Orange Drive	D	49,200	59,796	1.22	F	Arterial
Stirling Road						
East of University Drive	D	53,500	35,635	0.67	B	Arterial
East of Davie Road	D	53,500	45,718	0.85	C	Arterial
SW 30 Street						
East of Pine Island Road	D	10,000	9,730	0.97	D	Collector

Source: Broward County Roadway Capacity and Level of Service Analysis, 2006

* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

Concurrency Management

An essential requirement of the State's local government comprehensive planning law has termed the service "concurrency" requirement. Paraphrasing section 163.3202 of the Florida Statutes, each county and municipality must amend its land development code to incorporate specific and detailed provisions, which shall provide that public facilities and services meet or exceed the LOS standards established in the Capital Improvements Element, and are available when needed for the development, or that the development orders or permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. The term "development order" is defined in Chapter 163.3164 of the Florida Statutes to include any zoning action, subdivision approval, certification, permit, or any other official action of local government having the effect of permitting the development of land.

The Town of Davie may issue many different types of development orders. These include zoning district boundary changes, variances, conditional uses, site plan approvals, environmental permits, and certificates of use and occupancy. At progressive stages in the development planning and approval process, concurrency determinations should be made with greater certainty.

The Capital Improvements Element (CIE) provides guidance to the establishment and implementation of the concurrency management system (CMS) for transportation as well as other facilities and services.

Proportionate Fair-Share Mitigation

In 2005, the Florida Legislature passed legislation requiring that local governments adopt a proportionate fair-share mitigation system for transportation facilities. Section 163.3180(16), Florida Statutes (F.S.) sets out these requirements. The law requires that "...each local government shall adopt by ordinance a methodology for assessing proportionate fair-share mitigation options." It also requires that each local government adopt into its concurrency management system "... methodologies that will be applied to calculate proportionate fair-share mitigation." The Florida Department of Transportation (FDOT) and the Center for Urban Transportation Research (CUTR) at the University of South Florida published a Proportionate Fair-Share model ordinance on February 14, 2006. The proposed proportionate fair-share mitigation provisions within the Goals, Objectives and Policies are based upon this model ordinance.

Transportation Projects Planned by Other Jurisdictions

Metropolitan Planning Organization (MPO) Long-Range Transportation Projects.

There are several projects included in the MPO's Long Range Transportation Plan (LRTP) for 2030 within Davie. These include improvements and expansions to the following: four of the five transit routes in the Town; a new Rapid Bus transit bridge along SR 7; an Express Bus along I-75; development of a new Regional Transit Center at the SFEC; lane expansions on Davie Road, Griffin Road, and Nob Hill Road; and

interchange modifications, reversible lanes, and ramp modifications on Florida's Turnpike and I-595.

Broward MPO & FDOT Transportation Improvement Programs (FY 2007 to 2011).

There are also several transportation projects that are included in the Broward County MPO or FDOT's Transportation Improvement Program (TIP). All of these projects are to be funded with state and federal monies, except for the Griffin Road project which includes a small percentage of local funding. These projects are listed in Table 4 below.

Table 4: *Broward MPO and FDOT Transportation Improvements, 2007-2011*

Roadway Segment	Proposed Improvement	Year	Cost
Griffin Rd between I-75 & Flamingo Rd	Add 2 & reconstruct 2 lanes	Underway	\$13,122,000
I-595 between Davie Road & FL Turnpike	Interchange improvements	2009-2011	\$83,146,000
I-595 between University Dr & FL Turnpike	Interchange improvements	2009-2011	\$47,786,000
I-595 between University Dr & Davie Rd	Add 1 & reconstruct 8 lanes	2008-2011	\$62,925,000
Pine Island Rd between I-595 & Nova Dr	Add 2 & reconstruct 2 lanes	2011	\$6,715,000
Davie Road	Add 2 lanes between Nova Drive and I-595	2008-2011	\$5,672,000
Davie Rd Extension between University & Stirling Rd	Add 1 & 2 lanes	Pending	\$5,061,000
Florida Turnpike between Griffin Rd & Sunrise Blvd	Add 2 lanes	Underway	\$3,300,000

Adopted Levels of Service (LOS) Standards for State and County Roads.

The South Florida Regional Planning Council (SFRPC) and the FDOT recommend maintaining LOS D as the standard for roadways within the urbanized area of South Florida. However, Broward County has established specific concurrency districts for portions of the county, wherein LOS standards do not apply, and fees are required of new development in order to fund transit oriented development and enhancement projects. Specifically, a large portion of eastern Davie is located within the South Central Transit Oriented Concurrency District of Broward County. This district is bounded on the north by I-595, on the east by Florida's Turnpike, on the south by the County line, and the western boundary runs south from I-595 along Nob Hill Road to Griffin Road, then west to Flamingo Road, then south to Sheridan Street, and then west to Interstate 75, then south to the County line.

Town of Davie Roadway Improvement Projects, FY 2008-2012

The Town's Five Year Capital Projects Program for Fiscal Years 2008-2012 includes a multitude of large and small roadway improvement projects. A brief summary of these projects is provided below.

1. Roadway and drainage improvements to Oakes Road from SW 47 Avenue to SW 51 Street.
2. Pedestrian shelters within the RAC along University Drive, Davie Road, Davie Road Extension and Griffin Road.

These projects will improve the level of service throughout the Town, and, combined with the proposed roadway improvements of the Broward County MPO and the FDOT, will help the Town achieve LOS for all roadways. Of particular note are the improvements to Oakes Road. This project was initially envisioned as part of the Transit Oriented Corridor Master Plan, to relieve traffic on State Road 84, Interstate 595, and Griffin Roads.

It is also important to note that the Local Road Master Plan described below make several recommendations for roadway improvement projects which will help the Town continue to meet its level of service requirements on the local road transportation network.

Multi-Agency Review of Development to Ensure Maintenance of Multimodal System

The Town of Davie will establish and maintain a continuing technical review and coordination mechanism involving the Broward County MPO, FDOT and adjacent municipalities to further the objectives, policies, and programs related to the maintenance of an integrated multimodal transportation system that is consistent with adopted level of service standards.

Internal Consistency within the Comprehensive Plan

This element was developed in concert with the plan amendments in response to the 2005 Evaluation and Appraisal Report (EAR) for the Town of Davie Comp Plan. As noted throughout this element, the analysis of the future transportation system for Davie was based upon the vision of the Town as expressed within the Goals, Objectives, and Policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).

RECOMMENDATIONS

Several goals, objectives and policies have been added to this plan based upon changing conditions, and new statutory requirements for traffic concurrency, etc. In addition, the Town's 2005 EAR report identified "Building an Adequate Local Road Network" as one of the six major issues of the evaluation. Consequently, this analysis makes several recommendations to be incorporated into the Comprehensive Plan to improve the local road network. These recommendations are as follows:

1. Continue coordination with the State of Florida and Broward County transportation agencies through existing mechanisms to ensure continued traffic safety and level of service.

2. The Town should provide network continuity for north-south and east-west circulation, meaning that there are no gaps in the network.
3. The Town shall continue to improve the level of service on the regional roadways.
4. The Town must implement policies to encourage transit and other multi-modal forms of transportation throughout the Town.
5. Streets should be designed to decrease accident frequency.
6. The Town should adopt a Transit Concurrency Management System due to the recent adoption of Transit Concurrency by Broward County.
7. Retain a consultant to create a public rights-of-way base map for the local roadways of the Town.
8. Improve emergency response time.
9. Reduce speeds by incorporating traffic calming devices.

To expand upon recommendation #2, although existing residential communities and drainage features have blocked most potential areas for east-west road connectivity within the western part of the Town, there are potential east-west connections which can be made within the eastern portions of Davie. In fact, the Town has already begun the process of planning for the development of a connection along Oakes Road, extending over the Florida's Turnpike and Davie Road and connecting to SFEC. Thus, additional policies have been included in the Transportation GOPs to encourage the development of more east-west transportation network connections within eastern Davie.

Regarding recommendation #7, the Town anticipates retaining a consultant to produce a public rights-of-way base map for the Town. The firm of Kittelson & Associates was selected to develop the Local Roadway Master Plan, and is currently working on the project at the time of the writing of this document. The Town's next step will be to initiate an impact fee study.

The recently completed Local Road Master Plan includes specific recommendations for roadway improvements throughout the Town. The recommended improvement projects include capacity and safety improvements to existing facilities as well as the construction of new roadways to provide additional capacity and increase connectivity throughout the entire roadway network. Figure 18 shows the location of the proposed projects. *It should be emphasized that the dashed lines in Figure 18 do not represent a definite alignment for any proposed connection. They are only meant to represent locations where a new connection is anticipated or recommended.* The purpose of identifying these potential future connections is to:

- provide for appropriate future roadway infrastructure to serve areas with future development potential based on existing land-use & zoning;
- reduce local traffic on County and State facilities which are congested;
- provide access to property through multiple locations; and,
- provide guidelines to Town on roadway alignments as future development occurs.

Table 5 lists the roadway improvement projects that have been identified as part of this Local Road Master Plan. The improvement projects are subdivided into three categories by timeframe: Short-term (0-5 years), Mid-term (5-10 years) and Long-term (10-20 years). The majority of the short-term improvements are mitigations that have been identified through existing conditions evaluation from Technical Memorandum 2, public comments received in the Open House, the Capital Improvement Program, the Downtown Master Plan, and the RAC. Most of the local road projects in the CIP are unfunded. However, they are included in the project list as they will be needed by 2030. These improvements are needed to address current operation and safety concerns. The mid- and long-term projects correspond to the mitigation needs identified through the future conditions analysis, the review of connectivity and accessibility issues and major projects identified in the CIP and past studies. The cost estimate does not include ROW cost.

Table 5: FINAL Proposed Project List

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		Short-Term (0-5 Years)						
1	SW 67 th Avenue Extension	Extend from SW 41 st Court to Orange Drive	Downtown Master P	\$2,100,000			X	X
2	SW 76 th Avenue Upgrade-Phase I	Upgrade to 2-lane minor collector with bike lane from Orange Drive to SW 39 th Street	CIP	\$818,000			X	X
3	College Avenue Upgrade – Phase I	Upgrade to 4-lane major collector with and bike lane from 39 th St to 24 th St	Master Plan/RAC	\$2,450,000		X	X	X
4	College Avenue Upgrade – Phase II	Upgrade to 4-lane major collector with bike lane from 24 th St to SR 84	Master Plan/RAC	\$2,320,000		X	X	X
5	SW 136 th Ave/SW 26 th St Roundabout	Construct a modern roundabout	Master P	\$400,000			X	
6	University Drive/Nova Drive Intersection Improvement	Add dual eastbound left-turns and westbound right-turn overlap signal phase	Master P	\$69,000*	X			
7	University Drive/SW 30 th Street Intersection Improvement	Add dual eastbound, westbound left-turns and dual eastbound through lanes	Master P	\$66,200*	X			
8	SW 154 th Avenue Safety	Install traffic calming device	Master P	\$20,000			X	X
9	SW 148 th Avenue Safety	Install traffic calming device	Master P	\$20,000			X	
10	SW 86 th Avenue	Install traffic calming device	Master P	\$20,000				
11	Flamingo Rd/SW 26 th Signal	Install traffic signal	Master P	\$250,000	X	X		
13	SW 20 th Street Upgrade	Upgrade to 2-lane local rural roadway from SW 130 th Ave to SW 127 th Ave	CIP	\$114,000			X	X
14	Hiatus Road/SW 26 th Street	Install modern roundabout	Master P	\$400,000*			X	
15	SW 127 th Avenue Upgrade	Upgrade to 2-lane local rural roadway from 21 st St to 26 th St extension	CIP	\$1,700,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
16	SW 76 th Avenue Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lane from Griffin Road to Stirling Road	Master P/CIP	\$818,000			X	X
17	NW 75 th Avenue extension	Connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway	Master P	\$1,270,000			X	X
18	SW 65 th Avenue	Construct new roadway from Orange Drive to SW 42 nd Street	Downtown Master P	\$1,400,000			X	X
19	Davie Road Upgrade – Phase I	Upgrade to 6-lane arterial from Nova Dr to SR 84	Master P/ RAC	\$936,000		X	X	X
20	SW 58 th Avenue safety	Install traffic calming measures	Master P	\$20,000			X	X
21	SW 52 nd Avenue extension	Upgrade to 2-lane minor collector from Griffin Rd to SW 54 th St	Master P	\$4,550,000				X
23	SW 14 th Street Upgrade – Phase I	Widen to 4 lanes major collector from I-75 to SW 148 th Avenue	Master P	\$1,950,000			X	X
24	SW 14 th Street Upgrade – Phase II	Upgrade to 3-lane major collector with bike lanes from SW 148 th Ave to SW 136 th Ave with alternative design to avoid disrupting existing Equestrian path	Master P	\$1,750,000			X	X
25	SW 14 th St/SW 148 th Ave	Construct modern roundabout at the intersection	Master P	\$400,000			X	X
26	SW 14 th St/SW 154 th Ave	Add turn-lanes at the intersection	Master P	\$156,000			X	X
27	SW 14 th Street Extension – Phase I	Extend from Nob Hill to Bright Road	Nob Hill Study	\$2,530,000			X	X
29	SW 14 th Street Upgrade – Phase III	Upgrade to 3-lane minor collector with bike lanes from SW 136 th Ave to SW 130 th Ave	Master P	\$876,000			X	X
31	Oakes Road Extension Study	Feasibility Study to extend from	SR7 Study	\$150,000	X	X	X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		SR 7 to Davie Road						
33	Berkley Drive pavement upgrade	Upgrade pavement from SW 86 th Avenue to SW 83 rd Avenue	Master P	\$114,000			X	
34	SW 87 th Terrace pavement upgrade	Upgrade pavement from Berkley Drive to SW 18 th Street	Master P	\$114,000			X	
		Total Short-term Estimate:		\$27,962,800				

No.	Project Name	Project Description Mid-Term (5-10 years)	Source	Cost estimate	Potential Funding Source			
35	SW 154 th Avenue (Shotgun Road) Upgrade	Upgrade to minor collector with bike lanes, from SW 14 th St to SW 142 nd Avenue	Master P	\$5,480,000			X	X
36	SW 148 th Avenue Upgrade	Upgrade to minor collector with bike lanes from SR 84 to 14 th St	Master P	\$1,760,000			X	X
37	SW 136 th Ave Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 14 th St to SW 26 th St	Master P	\$1,570,000			X	X
38	Davie Road Upgrade – Phase II	Upgrade to 4/5-lane major collector with on-street parking and bike lane from SW 42 nd Ct to Orange Drive	Master P/RAC	\$568,000		X	X	X
39	Davie Road Upgrade – Phase III	Upgrade to 4/5-lane major collector with bike lane from Nova Drive to SW 42 nd Court	Master P/RAC	\$2,110,000		X	X	X
40	SW 14 th Street Extension – Phase III	Extend from SW 130 th Ave to Flamingo Road	Master P	\$2,530,000			X	X
43	SW 20 th Street safety	Install traffic calming measures	Master P	\$20,000			X	X
44	SW 24 th Street/Nova Drive Upgrade – Phase I	Upgrade to 4-lane major collector from Davie Rd to College Ave	CIP	\$1,290,000		X		X
48	SW 26 th Street Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from Flamingo Rd to Hiatus Rd	Master P	\$1,640,000			X	X
49	SW 27 th Court Upgrade	Upgrade to 2-lane local urban roadway from Hiatus Road to SW 106 th Terrace	CIP	\$227,000			X	X
50	SW 29 th Street Upgrade	Upgrade to 2-lane local rural roadway from 137 th Ave to 136 th Ave	CIP	\$566,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
51	SW 30 th Street Upgrade – Phase I	Upgrade to 3-lane major collector with bike lanes from College Avenue to University Drive	Master P/RAC	\$1,230,000			X	X
53	SW 39 th Street Upgrade	Upgrade to 3-lane major collector with bike lane from University Drive to Davie Road	Master P/RAC	\$2,860,000			X	X
54	SW 44 th Street connection	Construct new roadway from Davie Road to SW 67 th Avenue extension	Downtown Master P	\$1,400,000			X	X
55	Orange Drive Upgrade – Phase I	Upgrade to 5-lane major collector with shoulder from SR 7 to Florida Turnpike	Master P/EAR	\$3,730,000			X	
56	Orange Drive Upgrade west section	Upgrade to 2-lane minor collector with bike lane from SW 142 nd Ave to SW 154 th Ave	Master P	\$2,450,000			X	X
57	61 st Street Extension	Connection of 61 st Avenue to the Future Oaks Road Extension	Master P	104,000			X	X
		Total Mid-term Estimate:		\$51,493,200				

No.	Project Name	Project Description Long-Term (10-20 years)	Source	Cost estimate	Potential Funding Source			
62	SW 130 th Ave Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from SR 84 to SW 8 th Street	Master P	\$818,000			X	X
63	SW 130 th Ave Upgrade – Phase II	Upgrade to 3-lane minor collector with bike lanes from SW 8 th St to SW 26 th Street	Master p	\$2,710,000			X	X
64	SW 130 th Ave Upgrade – Phase III	Upgrade to 2-lane minor collector with bike lanes from SW 26 th Street to SW 36 th Court	Master P	\$1,430,000			X	X
65	Hiatus Road Upgrade	Upgrade to 4-lane major collector from SR 84 to SW 14 th Street	Master P	\$10,700,000			X	X
67	College Avenue Street Car	Conduct feasibility of providing street car	RAC/CIP/Master P	\$150,000	X	X	X	X
68	SW 121 st Avenue Upgrade	Upgrade to 2-lane local rural roadway from SW 26 th Street to SW 36 th Court	CIP	\$397,000			X	X
70	SW 24 th Street/Nova Drive Upgrade – Phase II	Upgrade to 3-lane major collector from College Ave to University Drive	Master P	\$622,000		X		X
71	SW 24 th Street/Nova Drive Upgrade – Phase III	Upgrade to a 3-lane major collector from University Drive to S Pine Island Road	Master P	\$1,650,000		X		X
72	SW 24 th Street/Nova Drive Upgrade – Phase IV	Upgrade to a 2-lane minor collector from S Pine Island Road to SW 97 th Avenue	Master P	\$397,000		X		X
73	SW 26 th Street Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lanes from SW 142 nd Ave to 130 th Ave	Master P	\$1,320,000			X	X
74	SW 30 th Street Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lanes from University Drive to S Pine Island Road	Master P	\$1,080,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
75	NW 33 rd Street extension	Extend to 2-lane local urban roadway from University Drive to Davie Rd	Master P	\$1,400,000	X	X	X	X
76	SW 36 th Street Upgrade	Upgrade to 2-lane major collector with turn lanes and bike lane from University Drive to College Avenue	Master P/RAC	\$1,710,000			X	X
77	SW 36 th Court Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 130 th Avenue to SW 121 st Avenue	Master P	\$828,000			X	X
78	Orange Drive Upgrade – Phase II	Upgrade to 3-lane major collector with shoulder from Florida Turnpike to Davie Road	Master P	\$1,190,000			X	
79	Orange Drive Upgrade – Phase III	Upgrade to 3-lane major collector with shoulder from Davie Road to SW 67 th Avenue	Master P	\$807,000			X	
80	SW 49 th Street upgrade	Upgrade to 2-lane local urban roadway from 58 th Ave to 52 nd Ave	Master P	\$2,530,000			X	X
83	SW 56 th Street extension	Construct 2-lane local urban roadway from 61 st Ave to 58 th Ave	Master P	\$1,270,000			X	X
86	SW 36 th Street Extension	Construct 2-lane local urban roadway from SW 92 nd Ave to Nob Hill Drive	Master P	\$4,000,000			X	X
		Total Long-term Estimate:		\$36,249,000				

* Project cost not included in total

The proposed roadway improvement projects identified in Table 5 above are described in detail below.

#1 – SW 67th Avenue Extension: This project extends SW 67th Avenue north from Orange Drive to SW 41st Court to provide an additional north-south roadway connection. This project is identified in the Town’s Downtown Master Plan and is part of the revitalization efforts in the area. It is anticipated to assist in the local circulation by relieve traffic on Davie Road south of SW 39th Street. The project should include extensive traffic calming measures to reduce cut-through traffic and provide amenities like a landscape buffer to shield the roadway from existing residents.

#2 - SW 76th Avenue Upgrade – Phase I: This project is identified in the Town’s Capital Improvement Program. It is intended to upgrade the roadway to 2-lane minor collector roadway standards with bike lanes from Orange Drive to SW 39th Street for approximately 0.50 miles.

#3 – College Avenue Upgrade – Phase I: This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes from SW 24th Street to SW 39th Street for approximately 1.0 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.

#4 – College Avenue Upgrade – Phase II: This project continues the upgrade of College Avenue to a 4-lane major collector roadway with bike lanes from SR 84 to SW 24th Street for approximately 0.5 miles. This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#5 – SW 136th Avenue/SW 26th Street Roundabout: Construct a modern roundabout at the SW 136th Avenue/SW 26th Street intersection to accommodate future traffic volume at the intersection. The intersection currently operates as a four-way stop-controlled intersection. As both SW 136th Avenue and SW 26th Street are minor collector roadways, a modern roundabout at the location will enhance the aesthetic features of the intersection and anticipated to be an amenity to the neighborhood. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#6 – University Drive/Nova Drive Intersection Improvement: This intersection operates at LOS E under existing PM peak hour conditions. It requires dual eastbound left-turn lanes and an additional westbound right-turn overlap signal phase to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the *Technical Memorandum 2*.

#7 – University Drive/SW 30th Street Intersection Improvement: This intersection operates at LOS E under existing AM peak hour conditions. It requires dual eastbound and westbound left-turn lanes, and dual eastbound through lanes to meet LOS standard.

However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the recently submitted *Technical Memorandum 2*.

#8 – SW 154th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 154th Avenue from SW 14th Street to SW 142nd Avenue to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest average recorded 85th- percentile speed within the Oakhill Neighborhood study area.

#9 – SW 148th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 148th Avenue from SR 84 to SW 14th Street to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest speed differential between posted speed and 85th-percentile speed measured.

#10 – SW 86th Avenue Safety: Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 86th Avenue to reduce vehicular speeds and cut-through traffic.

#11 – Flamingo Road/SW 26th Street Intersection Improvement: The intersection currently operates at LOS F as an unsignalized intersection. This project installs a traffic signal at the intersection of Flamingo Road and SW 26th Street. In addition, due to high vehicular speed on Flamingo Road, a traffic signal will provide safe traffic control for vehicles from SW 26th Street.

#13 – SW 20th Street Upgrade – Phase I: Upgrade SW 20th Street to two-lane local rural roadway standards from SW 130th Avenue to SW 127th Avenue for approximately 0.25 miles. This project is identified in the CIP.

#14 – Hiatus Road/SW 26th Street Roundabout: This project is aimed at providing a safe, effective and visibly pleasing modern roundabout at the Hiatus Road/SW 26th Street intersection. Currently, the east and west approach of SW 26th Street do not line up with one another at Hiatus Road, thus encouraging unsafe traffic maneuvers by motorists. A roundabout will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#15 – SW 127th Avenue Upgrade: This project is identified in the Town's CIP and it upgrades SW 127th Avenue to 2-lane local rural roadway standards (40-ft cross section) from SW 21st Street to SW 26th Street extension for approximately 0.5 miles. The roadway is anticipated to connect to the planned extension of SW 26th Street west of Flamingo Road and not to the existing SW 26th Street, as per the public comment.

#16 – SW 76th Avenue Upgrade – Phase II: This project is identified in the Town’s CIP and it upgrades SW 76th Avenue to 2-lane minor collector roadway standards with bike lanes from Griffin Road to Sterling Road for approximately 1.30 miles.

#17 – NW 75th Avenue Extension: This project is anticipated to provide better north-south connection between Stirling Road and Griffin Road around the NW 75th Avenue corridor. It seeks to connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway.

#18 – SW 65th Avenue – This project is identified in the Downtown Master Plan project. It anticipates a new roadway, west of Davie Road, from Orange Drive to SW 42nd Street, which is approximately 0.25 miles. This roadway enhances the grid-network in the area and anticipated to facilitate revitalization of the area.

#19 – Davie Road Upgrade – Phase I: Broward County is planning to upgrade Davie Road to 6-lane arterial roadway standards from Nova Drive to SR 84 for approximately 0.5 miles. This segment operates at LOS F under 2008 conditions (4-lane arterial) and is also expected to operate at LOS F under 2030 conditions (4-lane arterial). This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#20 – SW 58th Avenue Safety: Install traffic calming measures, like speed hump, speed table, etc., along SW 58th Avenue from Griffin Road to Stirling Road to reduce vehicular speeds and discourage cut-through traffic.

#21 – SW 52nd Avenue Extension: Upgrade and extend SW 52nd Avenue to a 2-lane minor collector from Griffin Road to SW 54th Street for approximately 0.8 miles. This roadway extension will provide additional access to the area between Griffin Road and Stirling Road, which will relieve traffic from SW 58th Avenue. The extension is also anticipated to facilitate future development of the area.

#23 – SW 14th Street Upgrade – Phase I: SW 14th Street is one of the few roadways that provide some level of regional connectivity in the area. There are no other viable alternative to provide east-west connection in the area. In order to accommodate the anticipated growth in traffic and meet the Town’s LOS standard, the roadway would need to be widened to four lanes in the future from I-75 to SW 148th Avenue. If the Town decides not to widen the roadway, the Town has following options: 1) change the LOS standard to F on local roads, 2) find alternative roadway connection to accommodate growth, or 3) impose development moratorium in the area to keep traffic volume at current levels. Collaboration with Broward County, the City of Sunrise and the City of Weston is recommended to implement the project.

#24 – SW 14th Street Upgrade – Phase II: This project is aimed at providing a safe turning movement for residents on SW 14th Street from SW 148th Avenue to SW 136th Avenue by widening it to a three-lane major collector. The residents on the south side of the roadway will be able to use the center turn-lane to turn vehicles to and from their

driveways. The upgrade will consider alternative design measures to avoid disrupting the existing Equestrian trail.

#25 – SW 14th Street/SW 148th Avenue Roundabout: Construct a modern roundabout at the intersection. A modern roundabout will help to reduce vehicular speed on the roadways as well as provide appropriate traffic control. It will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

#26 – SW 14th Street/SW 154th Avenue Intersection Improvement: With the anticipated increase in traffic on SW 14th Street, the SW 14th Street/SW 154th Avenue intersection will require an exclusive northbound right-turn lane, in addition to two eastbound and westbound through lanes. If only one eastbound and westbound through lanes is provided, additional turn lanes may be needed to address the demand.

#27 – SW 14th Street Extension – Phase I: This project was recommended in the 2002 Nob Hill Traffic Study. It extends SW 14th Street from Nob Hill Road to Bright Road for approximately 0.50 miles. The project is intended to provide additional access to the schools in the area, especially from SR 84, so that students, teachers and parents do not have to solely rely on Nob Hill Road for access.

#29 – SW 14th Street Upgrade – Phase III: This project upgrades SW 14th Street from SW 136th Avenue to SW 130th Avenue to a three-lane major collector.

#31 – Oakes Road Extension Feasibility Study: This project is study the feasibility and conduct PD&E study of extending Oakes Road from SR& to Davie Road. The project is anticipated to improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive and help in its revitalization. It is also anticipated to improve the east-west connection in the area. The project was identified in the SR &7 Study and will require a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval.

#33 – Berkley Drive Pavement Upgrade: This roadway segment from SW 86th Avenue to SW 83rd Avenue was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

#34 – SW 87th Terrace Pavement Upgrade: This roadway segment from Berkley Drive to SW 18th Street was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

#35 – SW 154th Avenue (Shotgun Road) Upgrade: Upgrade SW 154th Avenue (Shotgun Road) to minor collector roadway standards with bike lanes from SW 14th Street to SW 142nd Avenue for approximately 3.5 miles. The roadway is ideal for

recreational bicycle ride for residents if the vehicular speed can be reduced to enhance safety.

#36 – SW 148th Avenue Upgrade: This project is aimed at reducing the vehicular speed on the roadway by upgrade SW 148th Avenue from SW 14th Street to SR 84 to minor collector roadway standards with bike lanes and installing landscaped median for approximately 1.2 miles.

#37 – SW 136th Avenue Upgrade: Upgrade SW 136th Avenue to 2-lane minor collector roadway standards with bike lanes from SW 14th Street to SW 26th Street for approximately 1.0 mile. The pathway located on the eastside of SW 136th Avenue should be retained and may adequately serve pedestrian and bicycle traffic.

#38 – Davie Road Upgrade – Phase II: This project is identified in the 2007 RAC Master Plan as well as the Downtown Master Plan. It is aimed at revitalizing the area round the Davie Road/Orange Drive intersection. It will upgrade Davie Road to four-lane major collector roadway standards with bike lanes and on-street parking from SW 42nd Street to Orange Drive for approximately 0.25 miles.

#39 – Davie Road Upgrade – Phase III: This project continue to upgrade Davie Road to 4/5-lane major collector roadway standards with bike lanes from Nova Drive to SW 42nd Street for approximately 1.15 miles. The project is anticipated to revitalize the corridor and encourage development and private investment. This improvement was also identified in the 2007 Regional Activity Center Master Plan.

#40 – SW 14th Street Extension – Phase I: This project extends SW 14th Street from SW 130th Avenue to Flamingo Road as a 2-lane major collector for approximately 0.50 miles. This extension is anticipated to reduce the demand to widen SW 136th Avenue. It provides additional access to Flamingo Road from the Oakhill neighborhood.

#43 – SW 20th Street Safety: Install traffic calming measures, like speed hump, speed table, speed cushion, etc., along SW 20th Street from SW 154th Avenue to Flamingo Road to discourage cut-through traffic and reduce vehicular speeds.

#44 – SW 24th Street/Nova Drive Upgrade – Phase I: Upgrade SW 24th Street/Nova Drive to four-lane major collector roadway standards with bike lanes from Davie Road to College Avenue for approximately 0.45 miles. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane). This improvement has also been identified in the Capital Improvement Program (CIP). It should be noted that additional direct access to Broward Community College (BCC) from Davie Road may be provided between Nova Drive and the main entrance to BCC on Davie Road. This additional access will likely divert some traffic from Nova Drive, thus reducing the congestion on the roadway.

#48 – SW 26th Street Upgrade – Phase I: As one of the main collector roadway, this project upgrades SW 26th Street to two-lane minor collector roadway standards with bike lanes from Flamingo Road to Hiatus Road for approximately 1.00 mile.

#49 – SW 27th Court Upgrade: This project was identified in the Town’s CIP. It upgrades SW 27th Court to two-lane local urban roadway standards with bike lanes from Hiatus Road to SW 106th Terrace for approximately 0.50 miles.

#50 – SW 29th Street Upgrade: This project was identified in the Town’s CIP. It upgrades SW 29th Street to two-lane local rural roadway standards from SW 137th Avenue to SW 136th Avenue for approximately 0.10 miles.

#51 – SW 30th Street Upgrade – Phase I: Upgrade SW 30th Street to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 0.85 miles. This improvement has also been identified in the Regional Activity Center (RAC) Master Plan.

#53 – SW 39th Street Upgrade: SW 39th Street carries high volume of traffic, especially between SW College Avenue and Davie Road. This project upgrades the roadway to a three-lane major collector from University Drive and Davie Road. This project will not provide additional capacity on the roadway. Additional direct access to Davie Road south of the main entrance to BCC and re-design of the parking lot access should be considered as one of the alternatives to improve operation on SW 39th Street.

#54 – SW 44th Street Connection: This project was identified in the Downtown Master Plan. The project extends SW 44th Street west from Davie Road to SW 67th Avenue extension. The project will improve the accessibility of downtown area and help in its revitalization.

#55 – Orange Drive Upgrade – Phase I: The project upgrades Orange Drive to five-lane major collector from SR 7 to Florida Turnpike. The project will provide additional capacity on the roadway that serves the commercial and industrial traffic. The roadway was identified in the 2005 EAR and recent studies as having capacity constraints.

#56 – Orange Drive Upgrade west section – This project upgrades Orange Drive to a 2-lane minor collector with bike lanes from SW 142nd Avenue to SW 154th Avenue. This project will continue to multi-modal linear trail on Orange Drive and connect with the bike lane and sidewalk on SW 154th Avenue.

#58 – SW 53rd Street Extension – Phase I: This project connects SW 52nd Avenue to SW 64th Avenue with a 2-lane minor collector. This project will help develop east-west connection in the area. The actual alignment of the roadway would be determined based on consultation with the public stakeholders.

#60 – Oak Road Extension: This project is identified in the State Road 7 revitalization to improve the east-west connection. It extends Oakes Road from SR 7 to Davie Road

and requires a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval. The extension is anticipated to partially relieve traffic from Orange Drive as well as improve the accessibility of the area bounded by SR 7, I-595-Florida Turnpike and Orange Drive.

#62 – SW 130th Avenue Upgrade – Phase I: Upgrade SW 130th Avenue to 2-lane minor collector roadway standards with bike lanes from SR 84 to SW 8th Street for approximately 0.45 miles. The traffic volume on the roadway is anticipated to increase as it provides efficient connection to several residential neighborhoods. Where existing pedestrian pathways are available (mostly on the eastside of the roadway), the sidewalk and bike lanes may be detached from the roadway.

#63 – SW 130th Avenue Upgrade – Phase II: Upgrade SW 130th Avenue to 3-lane major collector roadway standards with bike lanes from SW 8th Street to SW 26th Street for approximately 1.5 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

#64 – SW 130th Avenue Upgrade – Phase III: Upgrade SW 130th Avenue to 2-lane minor collector roadway standards with bike lanes from SW 26th Street to SW 36th Court for approximately 0.9 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

#65 – Hiatus Road Upgrade: Upgrade Hiatus Road to a 4-lane major collector roadway from SR 84 to SW 14th Street for approximately 0.5 miles. This segment is expected to carry high traffic volume from residential developments on Hiatus Road.

#67 – College Avenue Streetcar: College Avenue is anticipated to be the main corridor in the SFEC. It will have multi-modal features like bike lanes, sidewalks, on-street parking etc. In addition, the 2007 RAC Master Plan and CIP assume that some form of fixed transit to be provided on the roadway. Given the limited service area of the roadway, a street-car service from the planned light-rail station on SR 84 to downtown Davie will likely be one of the potential transit options. This project conducts a study to determine the feasibility of providing a streetcar along College Avenue.

#68 – SW 121st Avenue Upgrade: This project is identified in the Town's CIP, and it upgrades SW 121st Avenue to a 2-lane local rural roadway from SW 26th Street to SW 36th Court for approximately 0.9 miles.

#70 – SW 24th Street/Nova Drive Upgrade – Phase II: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 1.00 mile. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane).

#71 – SW 24th Street/Nova Drive Upgrade – Phase III: Upgrade SW 24th Street/Nova Drive to three-lane major collector roadway standards with bike lanes from University

Drive to South Pine Island Road for approximately 0.90 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

#72 – SW 24th Street/Nova Drive Upgrade – Phase IV: Upgrade SW 24th Street/Nova Drive to two-lane minor collector roadway standards with bike lanes from South Pine Island Road to SW 97th Avenue for approximately 0.80 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

#73 – SW 26th Street Upgrade – Phase II: As one of the main collector roadway in the Oakhill neighborhood, this project upgrades SW 26th Street to two-lane minor collector roadway standards with bike lanes from SW 142nd Avenue to SW 130th Avenue for approximately 1.00 mile.

#74 – SW 30th Street Upgrade – Phase II: Upgrade SW 30th Street to two-lane minor collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles.

#75 – NW 33rd Street Extension: Extend NW 33rd Street from University Drive to Davie Road with two-lane local urban roadway standards with bike lanes for approximately 0.35 miles. This roadway extension will improve direct connectivity between University Drive and Davie Road.

#76 – SW 36th Street Upgrade: This project was identified in the RAC. It upgrades SW 36th Street from University Drive to College Avenue to a three-lane major collector with bike lanes. The project is anticipated to improve the operation and safety of the roadway and encourage bicycle traffic.

#77 – SW 36th Court Upgrade: This project upgrades SW 36th Court from SW 130th Avenue to SW 121st Avenue to a 2-lane minor collector with bike lanes. This project will likely require improvement at the Flamingo Road/SW 36th Court intersection.

#78 – Orange Drive Upgrade – Phase II: This project maintains the current three-lane section of Orange Drive and extends it to Florida Turnpike. This project is anticipated to support the revitalization of the area. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

#79 – Orange Drive Upgrade – Phase III: This project creates a three-lane section of Orange Drive from Davie Road to SW 67th Avenue extension. With the anticipated revitalization of the area, the additional turn-lane in the middle will improve the operation and safety of the roadway. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

#80 – SW 49th Street Upgrade: This project upgrades SW 49th Street to 2-lane urban roadway from SW 58th Avenue to SW 52nd Avenue. The project will provide east-west connection in the area.

#83 – SW 56th Street Extension: This project constructs a 2-lane local rural roadway from SW 61st Avenue to SW 58th Avenue. The project will provide east-west connection in the area.

86 – SW 36th Street Extension: This project extends SW 36th Street from SW 92nd Avenue to Nob Hill Road. The project is in environmentally sensitive area and would require environmental permit to proceed. The project is anticipated to significantly improve the east-west connectivity between S Pine Island Road and Nob Hill Road, which is severely lacking.

87 – SW 61st Avenue Extension: This project extends SW 61st avenue to the future Oaks Road Extension. The project is noted in the Regional Activity Center Master Plan and will extend approximately 130 feet over Town-owned property (former Town utility plant site). This project will alleviate traffic on Davie Road and on the State Road 7/Orange Drive intersection once the Oak Road extension is finalized.