

SCOPE OF SERVICES

HOLLYWOOD/PINES BOULEVARD CORRIDOR

CONGESTION MANAGEMENT/LIVABILITY PLANNING PROJECT

BACKGROUND AND PURPOSE:

The Broward MPO is combining the Congestion Management Process and Livability Planning to provide a comprehensive approach to implementing the Broward MPO 2035 Long Range Transportation Plan (LRTP). The data requirements and mobility goals are similar, and the integration of transportation and land use is integral to the successful development of an effective multimodal transportation system.

The Broward MPO Livability Planning studies are intended as a first step to implementing the Mobility Hub concept of MPO's 2035 LRTP. The Study Areas in the past have included several Mobility Hubs and corridor segments to allow for analysis of the inter-relation of multi-modal transportation and land uses. Mobility Hubs, combined with the LRTP's premium transit system, are the guiding force to improve mobility in Broward County. Livability studies develop the detailed elements of the Mobility Hubs, including the location of facilities such as stations and transit stops, needed bike and pedestrian infrastructure and opportunities for connections to local streets, designation of appropriate land uses, and guidelines for appropriate redevelopment and retrofitting.

The Congestion Management (CM) Corridor/Area studies, as part of the Congestion Management Process, are intended to identify, develop, prioritize and implement multimodal congestion management and mobility enhancement strategies for identified corridors. Developing and implementing strategies, other than road widening, to improve the safety and mobility through other modes of transportation (i.e. transit, community shuttles, bicycle and pedestrian) and to reduce single occupancy vehicle (SOV) travel are the main intent of CM Corridor/Area Studies. With slight modifications, the existing CM studies can facilitate the implementation of the 2035 LRTP's premium transit system, while strengthening the underlying local fixed route transit service.

Deliverables are expected to include a variety of projects and strategies since the Congestion Management process deals with current and short-term transportation conditions, while the LRTP looks 20 years into the future. Short-term strategies and congestion management improvements will address safety and mobility issues, transit service, transit access projects such as community shuttles, transit transfer improvements, bicycle and pedestrian projects and land use and development code changes. Greater emphasis will be placed on areas around Mobility Hubs and along premium transit corridors. Mid- to long-term recommendations on alternatives/projects, such as premium transit service, are more capital intensive and require additional analyses and focus on the travel benefits for transit.

For the purpose of the combined Congestion Management/Livability Study effort, the initiative will be referred to as a project rather than a study. The Congestion Management/Livability Planning (CM/LP) Project (Project) goes beyond just the study of an area. The successful completion of the Project includes the implementation of the strategies and recommendations.

HOLLYWOOD / PINES BOULEVARD CORRIDOR

Study Area - Bounded by the A-1-A to the east, approximately ½ mile north of Hollywood / Pines Boulevard to the north, U.S. 27 to the west, and approximately ½ mile south of Hollywood / Pines Boulevard to the south.

Due to the proximity of Johnson Street to the Hollywood/Pines corridor, the Johnson Street corridor will become part of the study area for the Hollywood/Pines CM/LP effort.

I. Organization of the Project

SERVICES TO BE PERFORMED BY THE MPO; AGENCIES; MUNICIPALITIES; COUNTY

Ensure multi-jurisdictional coordination and inter-disciplinary collaboration. Establish Project Advisory Committee (PAC) to direct the process resulting in an Implementation Plan with “buy-in” from all participants.

NOTE: Some of the Organizational tasks lay the foundation for future Study Areas. These tasks, such as determining project area and consultant scope, should occur early in the process and possibly outside the scope of the individual studies. The Scope retains the details of Task I as reference for the CONSULTANT.

- Determine Project Area.
The area should be based on a variety of factors including the following:
 - LRTP project rankings
 - LRTP Mobility Hub locations
 - Congestion Management Process Tier 1 Analysis
 - MPO Unfunded Priority lists
 - Existing Broward County Transit (BCT) transit service and ridership
 - Community shuttle service and ridership
 - Priority corridors from BCT Comprehensive Operational Analysis (COA)
 - TDP – sequence of service improvements
 - SFRTA transit service and ridership
 - SFRTA Strategic Plan
 - FDOT Work Program and long-range system plan
 - “Fit” of the study area within the wider transportation network
 - Sequencing and connectivity of projects and proposed improvements
 - Current municipal efforts
- “Establish a Project Advisory Committee (PAC) - PAC members are municipal and implementing agency staff with high levels of expertise, who will provide data and Project support, conduct technical review of the findings, guide the project effort and actively pursue the implementation of projects and recommendations. These individuals should have broad technical expertise in the field and a position of authority within their organization to effectively contribute to the final outcome of the effort. (A member of the consulting team should attend all PAC meetings.) Examples for PAC membership include municipal planners, engineers and CRA Directors within the Project area, representatives from Broward County Transit (BCT), the Florida Department of Transportation (FDOT), the South Florida Regional Transit Authority (SFRTA) and others as relevant to the project area.
- Execute a Memorandum of Agreement (MOA) to formalize the commitment of PAC members to participate in the CM/LP project efforts and to formalize the roles and responsibilities of the participants, including public involvement tasks. Work with City representatives to obtain a MOA with the Project Area municipalities. This MOA should also spell out the commitment to implement projects and recommendations by all participating agencies.
- Convene first PAC meeting
 - Discuss the project purpose and background.
 - Finalize Project area boundaries, expectations and results.
 - Come to consensus on the direction and focus of the project.
 - Discuss project time line, with a target project completion date and a schedule of calendar deadlines.
 - Begin discussion on goals, objectives, performance measures and evaluation criteria for the corridor/area and individual projects within the corridor.

- Consultant Scope and Selection
 - Determine which tasks in Scope of Work to perform in house, including how to select staff and determine which agency will perform the work.
 - Determine which tasks to contract with consultant(s).
 - Determine consultant team expertise requirements, including but not limited to Public Involvement, Land Use, Urban Planning, Architecture, Urban Design, Landscape Architecture, Transportation Planning, Traffic Engineering, and Transportation Engineering.
 - Determine consultant selection process and timeframe for contract negotiation with target date for Notice to Proceed. If funded by the Broward MPO, consultant procurement will comply with the MPO adopted procurement procedures as well as Title VI and DBE goal (currently 8.6%) as developed by FDOT District IV.

Deliverables:

RESPONSIBILITY: MPO; AGENCIES; MUNICIPALITIES; COUNTY

Project Advisory Committee

Signed Memorandum of Agreement with all participants

Project boundaries, schedule and time lines

Consultant Selection

II. Develop Performance Measures

SERVICES TO BE PERFORMED BY CONSULTANT

Performance measures are a critical component of the CMP/LP project. The Consultant will establish goals, objectives, performance measures and evaluation criteria.

Performance measures should be tailored to the specific needs of the corridor, reflect community values and needs and should be developed in conjunction with the PAC. Evaluation criteria should be based on Goals and performance measures

Deliverables:

RESPONSIBILITY: CONSULTANT

List of goals, objectives, performance measures and evaluation criteria

(NOTE: CONSULTANT shall develop goals, objectives, performance measures and evaluation criteria for use in Task V – Transportation and Land Use Analysis.)

III. Data Collection and Review.

SERVICES TO BE PERFORMED BY THE CONSULTANT

Collect pertinent transportation data and land use data including plans/regulations/codes/standards within the project area for thorough analysis. Use existing sources. Determine whether to develop new data. The PAC will determine what information is required and whether additional information is necessary and how to generate new data. Data readily available, to the extent possible, will be provided by the project participants (MPO, agencies, Municipalities, County) to the consultant.

▪ **Transportation Data**

- Identify and summarize ongoing studies and developments along the corridor.
- Identify ongoing and future corridor improvements (i.e., work program, TIP, LRTP, local plans).
- Collect transportation data needed along the corridor to analyze existing conditions, including but not limited to:
 - Annual Average Daily Traffic (AADT) - 24 hour and peak hour as needed.
 - Turning movement counts at major intersections
 - Detailed intersection geometry, signal timing at major intersections and signal progression plans
 - Right-of-way information
 - Crash data, including bicycle/pedestrian fatalities and serious Injuries
 - Freight and goods movement data
 - Major trip generators
 - Transit ridership/service/routes/fares/bus stop locations/transfer rates
 - Existing bicycle/pedestrian facilities
 - Lane arrangement/functional class/trafficways/land use and zoning maps
 - Travel time and delay studies
 - **See Appendix 1 for additional data needs**
- If the above data are out-of-date or incomplete (as determined by PAC), conduct field research to complete the data. Sample tasks include but are not limited to:
 - Identify bicycle/pedestrian obstructions
 - Observe major transit transfer activity and pedestrian paths

NOTE: The CONSULTANT should identify efficient methods to complete the out-of-date or incomplete data.

▪ **Land Use Related Data**

- Obtain the latest studies and plans related to urban redevelopment and transportation within the study area. Identify proximity and relation to the Mobility Hub locations from the 2035 LRTP.
- Identify and collect information and data to analyze the potential for transit-supportive development in appropriate locations along the transit corridors and around Mobility Hubs, including, but not necessarily limited to:
 - Redevelopment Programs, Master Plans and Comprehensive Plans.
 - Neighborhoods of significance.
 - CRAs, TODs, TOCs, RACs, LAC and Mixed Use Areas already in place or planned.
 - Land uses, zoning and development patterns along the corridor.
 - Economic development and redevelopment initiatives and issues.
 - Planning and community concerns through meetings with the cities, staff and citizens.
 - Access barriers
 - Vacant or underutilized properties – (update existing MPO data as needed)
 - Ownership patterns
 - Parcel dimensions such as depth, width and easements.

Deliverables:

RESPONSIBILITY: CONSULTANT

Technical Report 1- Data Collection Report - Compile the results of the data collection into a single report including maps and graphics. PAC members should review and comment before the report is finalized. Provide report in electronic format (Adobe PDF & in Word format or Excel) for printing and web publishing. Provide electronic files for all data. GIS data files - Provide all data compatible with Broward MPO's GIS software.

IV. Public Involvement

SERVICES TO BE PERFORMED BY THE CONSULTANT

Inform and educate the public on project issues. Provide opportunities for community input throughout the planning process. Develop the constituency for implementation of the recommendations. Develop and implement a comprehensive public involvement plan (PIP) for each planning area, including community visioning, workshops, public meetings and print and media communications. Seek input from disenfranchised and Environmental Justice communities. The PIP should also include two or three evaluation measures that can be employed to demonstrate the effectiveness of the public involvement activities over the course of the study. PAC to actively participate in the development and implementation of the PIP. Municipal participants are particularly expected to fully participate in identifying target areas and underserved communities within their municipal boundaries for focused public outreach.

Public Involvement Activities Include:

- Coordinate with the Project participants, to the extent possible, to identify locations, communities and organizations to focus public involvement efforts.
- Identify techniques and tools to apply to the identified target groups to gain meaningful participation and feedback. Utilize the Broward MPO Transportation Outreach Planner.
- Solicit cooperation and participation from local elected officials to participate in outreach activities.
- Identify the timing for holding the PIP meetings/workshops/charrettes.
- Make all necessary arrangements, including but not limited to, venue commitments and notification preparation and distribution.
- Measure and document success of PIP activities.
- Develop data base of contact information received through PIP activities.

Deliverables:

RESPONSIBILITY: CONSULTANT

Technical Report 2 - Public Involvement Plan (PIP) - PAC members should review and comment before the report is finalized.

List of potential locations, communities and organizations to focus public involvement efforts.

Draft timeline for public involvement efforts.

Completion of meaningful public involvement meeting/workshops/charrettes with documentation.

Maps, presentation boards and other materials to engage meaningful public participation.

Preparation of summary PIP meeting minutes.

List of comments, suggestions and questions received at public meetings.

Data base of contact information.

V. Transportation and Land Use Analysis

SERVICES TO BE PERFORMED BY THE CONSULTANT

Conduct detailed analysis to determine existing and short-range conditions and identify levels of congestion, service/quality and safety issues by transportation mode and based on performance measures. Utilize available tools including MMLOS, BLOS, PLOS, ARTPLAN, etc. Further, assess the issues and challenges that need to be addressed in order to implement LRTP. The analyses performed should provide a new level of detail as to the size and location of hubs, location and needs for major transfer points and pedestrian/rider activity, the ability to provide “faster/better” transit and identified barriers to transit access. Explore options to connect local streets to provide parallel relievers. Explore options for incentives beyond land use and zoning changes. Explore locations and options for changes to land use and zoning regulation. Identify compatible land uses that could be connected using bicycle/pedestrian facilities so that motorized transport is not the only option.

▪ Analysis of Existing Transportation and Land Use Conditions

- Analyze transit, bicycle and pedestrian data and conditions to determine problems and areas needing improvement as per the performance standards and data collected.
 - Review existing pedestrian and bicycle data to determine where facilities exist.
 - Determine Pedestrian and Bicycle LOS
 - Determine current transit (BCT and shuttles) performance: including travel times, load factors, bus stop accessibility and lack of bus stop amenities (shelters/benches, etc.)
 - Conduct qualitative review of existing pedestrian and bicycle infrastructure based on Multi-Modal Level of Service (MMLOS) and compliance with ADA standards.
 - Conduct detailed analysis of Multi-Modal Connectivity.
- Determine bike, pedestrian and auto crash rates, travel time and speed (studies)
- In order to determine the degree of “fit” between land use and multimodal transportation uses, analyze the land use data collected along the corridor and at proposed mobility hubs.
- Assess Access Management conditions, including turning movements along corridors and connections to adjacent land uses.
- Assess access barriers to determine Land Use Policies and Codes to remove barriers/enhance access through redevelopment. Explore options to connect local streets to provide parallel relievers.
- Perform intersection capacity and corridor link capacity analysis to determine existing conditions, and the benefits/impacts to the transportation system resulting from the proposed strategies.
- The methodologies, modeling software, performance measures and targets to be used must be approved by the PAC.
- Prepare maps and graphics illustrating conditions.
- Conduct site visit to field check accuracy of mapped information.

• Analysis of Short Range (5 year) Transportation Conditions

- Apply appropriate growth techniques to the existing transportation and Land Use data and conditions to project to a five (5) year horizon. Include in the projections committed developments and TIP funded improvements. Use the generally accepted transportation model to make the projections.
- Perform intersection capacity and corridor link capacity analysis to determine short-range conditions, problems, and areas needing improvements as per the performance standards.
- Project transit, bicycle, and pedestrian data and conditions and areas needing improvement, including the identification missing links based on existing and planned improvements and MMLOS review.
- Prepare maps and graphics illustrating conditions.

Deliverables:

RESPONSIBILITY: CONSULTANT

Assessment of transportation conditions based on performance measures and standards.

Assessment of the degree of “fit” between land use and multimodal transportation uses in support of multimodal transportation use and the LRTP concepts for Mobility Hubs and Premium Transit Service.

Maps and graphics illustrating conditions in the form of GIS files compatible with Broward MPO’s GIS software.

Technical Report 3 -Transportation and Land Use Conditions and System Deficiencies Report - PAC members should review and comment before the report is finalized.

VI. Project Development – Identification And Selection Of Strategies/Projects

SERVICES TO BE PERFORMED BY THE CONSULTANT

Create list of specific Transportation/Congestion Management/Land Use alternatives and projects for consideration and evaluation. Projects should be categorized for short term implementation and as other larger projects that needed to be vetted as part of a major capital investment study. The list of short term projects should include project limits and cost estimates.

▪ Identification of strategies/projects

- Summarize and review appropriateness of all potential congestion management and transportation enhancement strategies in light of goals and performance measures and in support of multimodal development.
- Develop Access Management strategies to improve the Level of Service (LOS) of the multi-modal network and increase opportunities for transit-supportive, pedestrian-friendly redevelopment.
- Develop locations and types of facilities to complete bicycle and pedestrian network with the emphasis on providing direct access to Mobility Hubs and transit stops, and improved connections to nearby neighborhoods.
- Identify improvements to pedestrian crossings in proximity to Mobility Hubs and transit stops along corridors.
- Determine appropriate location and size Gateway, Anchor and Community Hubs based on transit activity rates, supporting land use designations and other technical factors/criteria consistent with the LRTP which support proposed hub designations.
- Determine where future land use amendments and zoning changes would be need to support size and location mobility hub recommendations and proposed transit service improvements. This should include recommended boundaries for TOC or TOD Future Land Use Designation on the Broward County Land Use Plan.
- Determine the need and locations for transit-related parking, which should include the number of spaces and design of the parking facility.
- Identify locations for new/enhanced transit stops along a corridor based on supporting transit activity rates.
- Identify opportunities to enhance transit use through appropriate transit-supportive redevelopment and employment and housing options throughout the corridor. Emphasis should be on socio-economic issues, including community values/input, environmental justice for underserved and transit-dependent populations, and affordable and workforce housing.
- Recommend areas to allow density credits/FAR for developers to provide for transit stops, stations, pedestrian and bicycle improvements, and/or park and ride lots throughout the corridor.

▪ Selection of strategies/projects

- Develop ranking criteria to be applied to congestion management and livability strategies. A consistent framework should be developed outside the studies so that they are somewhat uniform and adjusted for unique corridor issues.
- Calculate detailed construction, operational and capital cost estimates.
- Perform a benefit-cost analysis to evaluate relevant strategies. The cost-benefit analysis method will be used consistently throughout corridor projects.
- Analyze each strategy/project, setting a screening or elimination process relating to the performance measures and standards.
- Evaluate the recommendations and programmatic improvements to the transportation network to best align the projects with the LRTP/TIP process.
- Develop a prioritization process consistent with the LRTP.
- Select and prioritize strategies for inclusion into the Transportation Improvement Program (TIP).

- **Long-Range Projects**
 - Identify larger, long-range projects, such as premium transit service, that need to be vetted as part of the next level of analysis be it an FTA Study or a PD&E.
 - Identify the potential for implementation of longer term improvements that will require detailed planning and engineering analyses in the future.
 - Identify a process to evaluate proposed longer range projects not in the 2035 LRTP. The evaluation process should take into consideration the criteria to determine the Needs Assessment and Cost Feasible Plan for the 2035 LRTP.
 - Incorporate the LRTP criteria for identification of the Mobility Hubs to evaluate proposed Mobility Hub amendments.
 - Set the foundation for subsequent project and detailed design stages.

Deliverables:

RESPONSIBILITY: CONSULTANT

Technical Report 4 - Identification And Selection Of Strategies/Projects. This report will document the Congestion Management/Livability recommendations, selection process, Long-Range projects and financial analysis. The CONSULTANT shall provide the report to be reviewed by PAC members before it is finalized. The report should include project limits and costs and should address six major areas:

- Congestion Management / Transportation Improvements and Strategies, including but not limited to transit-supportive infrastructure (shelters, sidewalks, streetscape, bicycle facilities, etc.) to facilitate multimodal access to transit, reduce vehicular congestion, and improve mobility and safety along the identified corridor.
- Additional projects/studies requiring more in depth analysis, such as a major investment study to implement capital intensive projects such as premium transit service.
- Land Use Amendments – designation of mixed-use Transit Oriented Corridors (TOC) and Transit Oriented Development (TOD).
- Rezoning and Design Guidelines – land development regulations for transit-supportive, pedestrian-friendly design.
- Business Retention, Expansion, and Attraction – economic development strategies for private investment.
- Affordable and Attainable Housing – greater variety of housing options. There should be recommended options for market rate housing for those who wish to live along this transit corridor, and for very low- to moderate-income households. Bonus densities can be incentives to increase housing options, provide additional transit ridership, and create a mix of income types along the corridor.

VII. Implementation and Monitoring Program

SERVICES TO BE PERFORMED BY THE CONSULTANT

Identify potential revenue sources and develop phased implementation schedules and monitoring schedules, including agency responsibilities. Compile and summarize implementation activities, agencies' responsibilities and programs. For longer term, major investment improvements, identify funding and phasing of future study efforts which include more detailed planning and engineering analyses.

- Describe activities necessary to implement the strategies, including LRTP amendments.
- Evaluate proposed longer range projects not in the 2035 LRTP, including required amendments to the LRTP. Consider the criteria to determine the Needs Assessment and Cost Feasible Plan for the 2035 LRTP. Determine whether to defer amendments until the development of the 2040 LRTP.
- Describe monitoring activities necessary to ensure implementing and document the attainment of goals, objectives and performance measures.
- Prepare an action list containing all activities described in the Implementation Program.
- Organize the above mentioned implementation schedule by responsible implementing agencies.
- Develop pre- and post-implementation schedules for the selected strategies, cost estimates and funding sources and identify the responsible agencies for implementation.
- Recommend final strategies for TIP.
- For the implementation of Livability strategies and projects, provide a "tool box" to municipalities to:
 - Develop design concepts for the hubs and related facilities including plan, profile, typical section, and perspective drawings, reflecting a sense of place within the station area and desired passenger amenities.
 - Create Development Scenarios - context sensitive architectural and urban design programs for draft (test case) and final (prototypical) building typologies and urban designs for the TOCs.
 - Coordinate the development of an Urban Design Concept Plan (UDCP) as a program for each corridor, ensuring the following components are maintained:
 - corridor redevelopment and revitalization
 - conservation (protection) of existing neighborhoods
 - effective transitions to the transit corridors
 - Explore options for a variety of housing in proximity to transit and to employment, including affordable and workforce housing options.
 - Explore economic development opportunities and address affordable and workforce housing needs on the corridor to create development scenarios.
 - Create of a development package to facilitate redevelopment based on design concepts for the sites working with local Housing and Community Development agencies to pursue funding through the programs they administer.
 - Develop regulatory changes to enhance pedestrian and bicycle use.
 - Land Development Regulations
 - Developer agreements
 - Produce typical corridor and intersection designs

Deliverables

RESPONSIBILITY: CONSULTANT

Technical Report 5 - Implementation and Monitoring Program.- PAC members should review and comment before the report is finalized. The Action Plan provides guidance for Broward MPO and their affiliate partners to implement the recommended projects. Elements to be included are:

- A list of recommendations grouped by functional clusters (Congestion Management / Transportation, Major Investment Projects, Land Use, Zoning and Design Guidelines, Affordable and Workforce Housing, and Economic Development)
- Project phasing (i.e., short-term, medium-term, etc.)

- Assignment of responsibility, including project ownership and stakeholder roles and responsibilities
- Cost estimates and potential funding sources
- Integration, resource and information sharing, and coordination opportunities
- Monitoring Program schedule and assignments

VIII. Project Documentation

SERVICES TO BE PERFORMED BY THE CONSULTANT

Document the project findings, including specific projects, to illustrate the outcomes of the planning tasks (data gathering/analysis, alternatives development, recommendations) and to explain the need for the tasks in the Implementation Program.

- Prepare Technical Reports
- Prepare the final report documenting the multimodal mobility projects and the development, selection and implementation of congestion management and mobility enhancement strategies, and land use and zoning initiatives for the corridor.
- Prepare appropriate copies (as determined by PAC) of the report for general distribution.
- Prepare Executive Summary.
- All reports to be delivered in Digital format as well.
- Provide drafts of all reports prior to PAC meetings along with meeting agendas.
- Prepare and provide appropriate materials, agendas, PowerPoint presentations prior to presentation of the Projects progress to the MPO Board and its Technical and Community Involvement committees.
- Document all public involvement efforts and provide copies to the MPO staff.

APPENDIX 1 - DATA COLLECTION NEEDS (TASK II)

MAPS:

The following information shall be gathered and provided in hard copy, PDF and in GIS format compatible with Broward MPO's GIS software. Additional data may be required as determined by the PAC and corridor conditions.

- Study Area Boundaries
- Major Roadways
- Municipal Boundaries
- Aerial photography
- Traffic Analysis Zones
- Census Tracts
- Block Groups
- Right-of-way
- Trafficway corridor
- Lane arrangement
- Number of Lanes
- Annual Average Daily Traffic (AADT)
- Level of Service (Roadway and Multimodal)
- Peak hour Turning movement
- Programmed Transportation Improvements
- Proposed Transportation Improvements
- Signal timing
- Functional Classification
- Speed Limit
- Access – Turn lanes and driveways locations
- Existing Bus Routes
- Transit Stops
- Transit Amenities Inventory
- Transit ridership by Route
- Transit Boardings and Alightings by Stop
- Community Shuttle ridership, routes and frequency
- Land Use designations (County and Municipal)
- Municipal Zoning
- Vacant Land inventory
- Transit-Supportive Land Uses
- Mixed Use FLU designations
- CRA's
- Districts (Special Improvement Districts, Parking Districts, etc.)
- Public Recreation Use
- Major trip generators
 - Schools and Educational Facilities
 - Police and Fire Stations
 - Hospitals
 - Libraries
 - City Halls
 - Major Malls
 - Commercial centers
 - Employment centers/concentrations
 - Cultural centers

- Regional Activity Centers Map
- Parks and Dedicated Open Space
- Lakes, Canals and Bodies of Water
- Sidewalk inventory
- Existing bicycle Facilities
- Multi-purpose trails
- Municipal data on sidewalks and bicycle facilities
- TIP projects
- 2035 LRTP improvements
 - Transit
 - Mobility Hubs
 - Roadway
 - Pedestrian projects
 - Bicycle projects
- Crash data include the number and type of crashes, crash locations, and the number of fatalities and injuries.
- Existing pedestrian facilities
- School Zones
- Demographic data
 - Population densities
 - Age distribution
 - Ethnic and Racial distribution
 - Growth projections – Employment and Residential
 - Home ownership / rental
 - Vehicle ownership
 - Other Census data as available

TRANSPORTATION

Collect the following initial data:

- Current project area traffic data (AADT, Peak Hour Volumes)
- Forecasted 2035 project area traffic data (AADT, Peak Hour Volumes)
- K, D & T Factors – Peak hour, Directional and Truck
- Current project area Transit ridership data
- Forecasted 2035 project area Transit ridership data
- Current project area Transit headways
- Forecasted 2035 project area Transit headways
- Project area transit stop locations
- E+C for transportation
- Plans for all modes of transportation including surface, transit and non-motorized modes within the project area.

TABLES:

The following information shall be gathered and provided in tabular format:

- Population Estimate by TAZ Map
- Median Age by 2010 Census Block Group Map - % Distribution
- Minority Percentage by 2010 Census Block Group Map - % Distribution
- Growth projections
- Home ownership/rental
- Vehicle ownership
- History of change in development pattern
- Drainage issues - Built, paved, landscaped areas (permeability)

PHOTO INVENTORY:

The following information shall be gathered and provided in pdf, tif, or jpg format:

- Aerials
- Street level
- Building stock
- Roadway amenities

APPENDIX 2 - ACRONYMS

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| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act of 1990 |
| ARTPLAN | FDOT Software for Multi-Modal Level of Service |
| BCT | Broward County Transit |
| BCTD | Broward County Transportation Department |
| BLOS | Bicycle Level of Service |
| BMPO | Broward Metropolitan Planning Organization (Broward MPO) |
| BRT | Bus Rapid Transit |
| CM | Congestion Management |
| CM/LP | Congestion Management/Livability Planning |
| CMP | Congestion Management Process |
| COA | Comprehensive Operational Analysis |
| CRA | Community Redevelopment Agency |
| DBE | Disadvantaged Business Enterprise |
| E+C | Existing plus Committed |
| FAR | Floor Area Ratio (building area divided by the land area) |
| FDOT | Florida Department of Transportation |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| GHG | Greenhouse Gas |
| GIS | Geographic Information System |
| K, D & T Factors | Peak hour, Directional and Truck (related to traffic counts) |
| LAC | Local Activity Center |
| LOS | Level of Service |
| LRT | Light Rail Transit |
| L RTP | Long Range Transportation Plan |
| MMLOS | Multi-Modal Level of Service |
| MOA | Memorandum of Agreement |
| MPO | Metropolitan Planning Organization |
| PAC | Project Advisory Committee |
| PD&E | Project Development & Environmental |
| PI | Public Involvement |
| PIP | Public Involvement Plan |
| PLOS | Pedestrian Level of Service |
| RAC | Regional Activity Center |
| ROW | Right of Way |
| SFRPC | South Florida Regional Planning Council |
| SFRTA | South Florida Regional Transportation Authority |
| SOV | Single Occupancy Vehicle |
| TAZ | Traffic Analysis Zone |
| TDP | Transit Development Plan |
| TIF | Tax Increment Financing |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Association |
| TOC | Transit Oriented Corridor |
| TOD | Transit Oriented Development |
| UDCP | Urban Design Concept Plan |

APPENDIX 3 – TIMELINE

DRAFT

CONGESTION MANAGEMENT PROCESS / LIVABILITY PLANNING PROJECT

