

Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Broward County Transit (BCT)

**Reviewer(s):** Jonathan Roberson, Senior Planner

Date: 10/29/19

MTP Chapter		Paragraph/ Table/Figure	-	Comment Reviewed	For Broward MPO Use Only:
#	Page #	or Map #	Comment	By:	Comment Disposition
2	2-6	Map 2-4	Map does not include BCT fixed route service added in July & Sep. of 2019. BCT can forward latest GIS Shapefile so this is current.	Quigley	Map was updated as requested.
2	2-7	Figure 2-1	Bus stop data incorrect here, not clear on source of data in footnote. Accurate bus stop count data by service type is not found in any FDOT or NTD-based source. In 2019, BCT has 43 Express/4,538 Local Routes/2,278 Community Shuttle stops (1,186 of which are shared stops with fixed route/1,092 Com. Shuttle-only stops), per BCT Sep. 2019.	Quigley	Data source was clarified and preference is to maintain 2017 numbers to be consistent with other data reported for neighboring systems in Figure 2-2 as well as other mode statistics.
2	2-7	Figure 2-1	Miles incorrect, source of data not clear in footnote. This is data not found in any NTD-based source. Correct Miles by mode for 2019 is: Express - 358 miles, Local/Breeze - 1,385 Miles, Community Shuttle - 967 Miles per BCT in Sep. 2019.	Quigley	This data was deleted as intent is to provide consistent info and 2019 data not readily-available for other agencies. Please see above response.
4	4-5	I rond Sconario	It is inaccurate to run a scenario with cost-constrained transit funding after the passage of the Surtax.	Gies	The scenario analysis process was already underway before the passage of the surtax The team is working on a separate document for
4	4-7	Table 4-2	The Vision 2100 Scenario should include Resiliency and Community Vision Trends. Both seem integral to any future Vision.	Gies	The team is working on a separate document for Vision 2100. This will be shared after adoption
5	5-22	Table 5-4	Broward MPO should include the MAP Surtax Plan partially-funded transit needs on this list (MAP projects that assumed some future State or Federal funding match such as Sample & Dixie BRT). Miami-Dade TPO 2045 addresses this appropriately, note "Partially-Funded Projects" on pg. 3 of 7: <u>https://static1.squarespace.com/static/5b881b3655b02cb51483ce43/t/5d816a00</u> 76144d5457481476/1568762369197/Transit++CFP+Formatted+9-16-19.pdf	Gies	The Broward MPO and BC met on 02/06/2019 to discuss the inclusion of surtax projects in the plan (see attached presentation). The team agreed to include (2) projects in the MTP on 02/14 and the remaining projects would be incorporated through MTP amendment(s) once the federal/state

funding assumptions for projects were clarified Feel free to call or email if we need to discuss further.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Planning and Development Management Division - Broward County

Reviewer(s): Nicholas Sofoul, Mobility Planning Section Supervisor

Date: 10/31/2019

		Dorograph/	_	Comment	For Broward MPO
MTP Chapter		Paragraph/ Table/Figure		Reviewed	
#	Page #	or Map #	Comment	By:	Comment Disposition
					The Scenarios were used to were primarily related to the added to the Cost Feasible
					identified in Map 4-1, were u Development Scenario, but Coastal Link project, were n prioritization process. There
044/5			The connection between the Scenarios and Prioritized Projects List is unclear. How exactly did the scenarios influence the projects list - other than via coincidental		Scenarios and Prioritized Pr above and as the commenter
CH4/5			overlap? This should have been made clearer in the planning/outreach process.	Quigley	overlap".
CH4/5			The connection between the Scenarios, Projects, and "Vision 2100" is unclear. Was there a separate outreach/planning process for Vision 2100?	Quigley	There was no separate outre the MTP but one is planned MTP (see comment below). Scenarios and Vision 2100 Essentially, the series of im Development and Technolo the Vision 2100 as opposed except where overlap existe submittals, and these were Needs Plan.
		Map 5 - Transit Vision 2100 Vision 12	Transit Vision 2100. There is an "automated fixed guideway" from the Convention Center, through FLL property, Griffin Tri-rail, SFEC, and then in FPL ROW to Miramar and proposed American Dream Mall. This is my first time seeing such an alignment. What was the planning process to derive this corridor? Has any preliminary outreach or analysis been conducted? Separately, is the "Beach Trolley" a bus/rubber tire mode?	Gies	Nick, the Vision 2100 extend horizon for the 2045 MTP at Transportation Surtax. The build off of the 2045 Transit with BCT and SFRTA) and b (ACES)" corridors and cons connections that were not co "visioning process" we did n beyond the prospect of iden Preliminary outreach has no technology for the Beach Tr either, but presently, it is sa mode. The Vision 2100 plan following the adoption of the planning outreach through t one-on-one partner collabor discuss with you further by p

#### O Use Only:

to identify additional needs, which ne resiliency studies that were e Plan. The Transit Needs, e utilized in the Compact ut with the exception of the Tri-Rail not included as projects in the re is no connection between the Project list beyond those noted nter has indicated, "coincidental

treach process for Vision 2100 for ed following the adoption of the v). The connection between the D is identified in Table 4-2. mprovements used in the Compact logy scenarios were considered for ed to the MTP Cost Feasible Plan, ted with the Call for Projects e then included in the Hybrid

nds beyond the current planning and the Broward County e intent of the Vision Plan was to sit Needs map (closely coordinated begin to identify "technology nsider more "out of the box" transit cost constrained. As part of the not delve deeply into feasibility entifying available ROW. not been conducted. The Trolley has not been identified afe to assume a bus/rubber tire an will be formally introduced he MTP and the Broward MPO is the Board/advisory committees, oration, and events. I am happy to phone or in-person.

		Recommendation for next MTP - There should be a greater amount of analysis on the substance of proposals submitted as part of the "call for projects." Stricter thresholds for outreach, coordination, and data to **support** being classified and ranked/prioritized in the MTP as a need or unfunded need.	Gies	Thank you for the feedback, consideration for the next M consider the thresholds you assessment process to assi
		Recommendation for next MTP - A greater emphasis should be placed on the results of the regional model and its role in establishing need for projects. If the cost feasible plan is constructed - How well do these projects improve model outputs compared to the status quo?	Gies	Thank you for the feedback discussed the use of "acces from the regional model out projects rather than analyzin LOS perspective. We are a LA and/or New York to betto congestion issues identified

ck. This is definitely a worthwhile MTP update. The team will likely ou mentioned as part of the needs ssist in the "screening" of projects.

ck. The team has already cessibility measurement" derived outputs to better assist in identifying vzing the network strictly from an e also planning to coordinate with etter understand how they manage ed in their regional models.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency:	
	-

Florida Department of Transportation, District Four - Set 1

Reviewer(s): Lois Bush (lead), Planning and Environmental Management Office

Date:\_\_\_\_\_

			-		For Broward MPO U
MTP Chapter		Paragraph/ Table/Figure or Map #	Comment	Comment Reviewed By:	Comment Dispesition
<b>#</b> 1	Page #		Comment	by.	Comment Disposition
T		3 First paragraph under What is	The Broward MPO developed the Commitment 2045 MTP in accordance with the requirements of the US Department of Transportation's Fixing America's Surface Transportation (FAST) Act and		
		Commitment	Florida Statutes and Federal and State metropolitan transportation planning regulations.		
		2045?	ronua statutes and rederal and state met opolitan transportation planning regulations.	Ball	Done
1	L 4		The applicable Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) 2045		
		Process	Long Range Transportation Plan Expectations are dated January 2018, not October 2017. The		
			January 2018 version is being sent with the comments.	Ball	Appendix is correct. Updated refe
1		4 Plan Development	Suggest adding the MPOAC Financial Guidelines for 2045 LRTPs (July 2017) to the plan's appendix		
		Process	since they are not posted on the MPOAC website (still posts ones for 2040 LRTPs from January		
			2013). Are the July 2017 guidelines a draft or final document?	Ball	Added to Appendix D
1	L !	5 Florida Context	Would delete "2060" in the two places it appears. The current plan, adopted in Dec. 2015, is the		
			"Florida Transportation Plan." The previous plan, adopted in 2010. was called the "2060 Florida	Ball	Done
1		6 Table 1-1	Transportation Plan."	Dali	Done
T			Suggest adding a check mark for "Improve Resiliency and Reliability" in the Goal #2 and Goal #3 columns.	Ball	Done
1	L (	6 Figure 1-4	Use the seven goals from the Florida Transportation Plan adopted in 2015:		
			Safety and Security for Residents, Visitors, and Businesses Agile, Reslient, and Quality Infrastructure Efficient and Reliable Mobility for People and Freight More Transportation Choices for People and Freight Transportation Solutions that Support Florida's Global Economic Competitiveness Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play	Ball	Replaced goals.
1		7 The Southeast	Suggest rewording the first sentence in the first paragraph as follows, consistent with all three		
		Florida Region	MPOs having county boundaries as their metropolitan planning area boundaries: "The Southeast		
			Florida region is made up of Broward County and the neighboring counties of Miami-Dade and	Ball	Done
1		7 The Southeast	Palm Reach Suggest this addition in the first sentence in the second paragraph: "While the Miami-		
		Florida Region	Dadedefining the eastern portion of the tri-county area as the "Miami Urbanized Area."	Ball	Done
2	2	2 Introduction	The Southeast Florida Region section on p. 1-7 indicates the Miami Urbanized Area is the fourth		
			most populous urbanized area in the nation. The first sentence in the first paragraph indicates the		
			Miami Urbanized Area is the 7th largest (most populous?) metropolitan area in the US. Would		
			clarify this. Also could mention Miami-Dade, Broward, and Palm Beach counties comprise the		
			Miami-Fort Lauderdale-West Palm Beach Metropolitan Statistical Area.	Quigley	Sentence changed to match Cha
2	, .	2 Introduction	In the third sentence in the second paragraph, suggest replacing "Broward, Palm Beach, and Miami-	Guigicy	
2	·  '		Dade counties" with the "three planning agencies" and adding "and others" after "FDOT."		
				Quigley	Suggested text revisions made.
	1	1	I		

lee Only
Jse Only:
ference in text.
apter 1.

	2	3 Map 2-1	Since there is no "Broward County Urbanized Area" suggest having the map title read "Broward		
			County Portion of Miami Urbanized Area" and using this map to show the full extent of the Miami		
			Urbanized Area south into Miami-Dade County and north into Palm Beach and Martin counties,		
			including how Broward County fits in. Also, the gray box in the legend is for "Urbanized Area" rather		Map title was changed to "Browar
			than "Urbanized Areas."	Quigley	consultation with MPO PM. Map le
	2 9, 1	10 Map 2-5	Suggest deleting "Existing" from the map title since one of the criteria for designation of the		
		Map 2-6	network is Planned Physical Extensions of Principal Arterials. The map is called "2045 Regional		
			Corridors Network" or "2045 Regional Multimodal Corridors Network" for the 2045 Regional		
			Transportation Plan.	Quigley	Map titles corrected as suggested
	2 1	1 Future Land Use	Suggest revising the first paragraph to (1) recognize passage of the Community Planning Act in 2011		
			that renamed and modified the Local Government Comprehensive Planning and Land Development		
			Regulation Act, (2) indicate the Future Land Use and Transportation elements are two of multiple		
			required elements of a comprehensive plan, and (3) add mention of the requirement that elements		
			in a comprehensive plan be based on relevant and appropriate data and analysis and be internally		
			consistent with each other (ss. 163.3177(1)(f) & (2), F.S.). The last sentence in the paragraph should		
			be revised to more closely reflect state statutory requirements (i.e., transportation elements are		Majority of toyt rovisions made Di
			required to be coordinated with plans and programs of the MPO and FDOT (ss. 163.3177(6)(b),		Majority of text revisions made. Di
			F.S.), MPO plans are required to be consistent with comprehensive plans to the maximum extent		consistency and relevant and app
			feasible (ss. 339.175(7), F.S.), and periodic updates of comprehensive plans are as determined by		requirements due to space require
			local goverments (ss. 163.3191, F.S.).		multiple figures on following page
				Quialou	evaluations be done every seven was modified to included "at a mir
	-			Quigley	was modified to included at a min
	2 11, 1	2 Future Land Use	Would consider adding the Broward County Trafficways Map maintained by the Broward County		
			Planning Council to as well as the Broward County Land Use Map and mention of policies, etc. in		Thank you for the suggestion. Giv
			the Broward County Comprehensive Plan relating to "regional" transportation facilities. Map No. T-		possible to address this comment
			13 in the Transportation Element shows Major Transportation Facilities with Future Land Use.	Quigley	modifications to the chapter layou
	2 1	13 Figure 2-3	The figure title has 1990-2017 instead of 1990-2016.		
		IS I IBUIC 2 S			The data shown actually spans from
					are only for even years. However,
				Quigley	be shown for each year as oppose
	3	9 Public Health	Fourth paragraph: Suggest using the percentages of greenhouse gas emissions from the		
			transportation sector identified in the latest greenhouse gas emissions inventories for Broward		
			County and the Southeast Florida region: Broward County Communitywide Greenhouse Gas		
			Emissions Inventory 2011-2014		
			(https://www.broward.org/Climate/Pages/GreenhouseGasInventories.aspx) and Regional		
			Greenhouse Gas Inventory: Transportation and Stationary Energy		
			(https://southeastfloridaclimatecompact.org/resources/ghg-inventory/). The percentage from the		
			former is 56%, the percentage from the latter is 48%.	Quigley	Statistic updated to reflect SE Flo
3	10 1	1 Resiliency	The section on Resiliency on pp. 3-10 and 3-11 covers the South Florida Climate Change		
1	5-	-	Vulnerability and Adaptation Pilot Project (Pilot Project) and the Extreme Weather and Climate		
4	5	-/	Change Risk to the Transportation System in Broward County, Florida project. Regarding the		
			Resiliency Scenario description on p. 4-5, it is unclear why only the Extreme Weather and Climate		
			Change Risk study was used to identify vulnerable facilities.		
			Among the studies and tools covered in Miami Dade County's Final Penert for Assessment of		
			Among the studies and tools covered in Miami-Dade County's Final Report for Assessment of		
			Available Tools to Create a More Resilient Transportation System are the Pilot Project; the Storm		
			Surge, Sea Level Rise, and Transportation Network Disruption project completed to supplement the		
			Pilot Project, and the UF GeoPlan Center Sea Level Scenario Sketch Planning Tool. The Miami-Dade		
			report is posted at https://www.miamidade.gov/mayor/library/memos-and-		
			reports/2016/11/11.30.16-Final-Report-for-Assessment-of-Available-Tools-to-Create-a-More-		Thank you for the comment. This
			Resilient-Transportation-System-Directive-160220.pdf. A presentation summarizing results of the		Thank you for the comment. This
			Storm Surge, Sea Level Rise, and Transportation Network Disruption project is posted at		updates; however at the present t
			http://www.fsutmsonline.net/images/uploads/southeastfloridafsutms/FSUTMS_Storm_Surge_2nd		utilized to identify vulnerable facili
			_Transportation_Network_Disruption_YH.pdf). The project report is being sent with the comments.		recommendations were made. It i
				Quigley	revise the analysis to utilize additi

vard MPO Planning Area" in p legend corrected.

ed.

Did not add reference to internal ppropriate data and analysis uirements that would have shifted ges. 163.3191 still recommends en years, therefore this language minimum".

Given the time constraints it was not ent as it would require substantial rout.

from 1990 to 2017 but the labels er, to clarify the labels are going to osed to every other year.

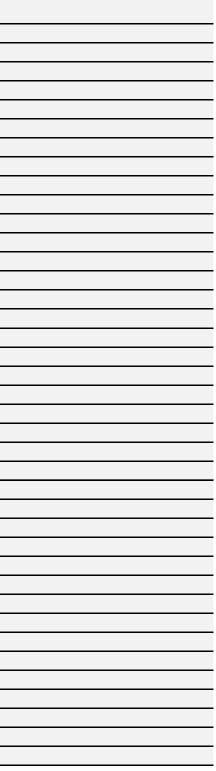
Florida Regional Compact number.

his will be considered for future MTP to time the reports referenced were cilities and upon which cost feasible It is not possible at this time to ditional resources.

4	. 9		The SIS 2045 Multimodal Unfunded Needs Plan, including a section with FDOT District Four	Quigley	Correction made.
5	1	Text Box	projects, was adopted in June 2017. In the title, suggest changing "State Road Funding" to "Other Roads Funding" in the title. In the	Quigicy	Conection made.
5	4				
			paragraph, suggest updating the reference to the July 2018 FDOT Revenue Forecasting Guidebook	Ball	Revised slightly but maintained la
5	27	State Highway	and changing "non-Strategic Intermodal System (SIS) roadway" to "Other Roads." Would make it clearer in the text that the \$10.9 B estimate for FDOT District 4 is focused on the	Dan	
5	27		State Highway System.		Updated but continued to use roa
		Preservation	State fighway System.	Ball	MPO staff
Appendix D	D-1	2045 Revenue	The July 2018 version of this document was updated in November 2018. Replace the July 2018		
			version with the November 2018 version.		
		MPO/Broward			
		Metropolitan Area			
		(July 2018)		Dall	Lindeted in Annendix D
				Ball	Updated in Appendix D
				-	
				-	
	1		1		

## I language preferred by MPO staff.

roadway system per direction from





Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency:			Fort Lauderdale	-	move people & goods
Reviewer(s):			Karen Warfel	-	
Date:					
MTP Chapter		Paragraph/ Table/Figure		Comment Reviewed	For Broward MPO U
#	Page #	or Map #	Comment	By:	Comment Disposition
2	2-4	Map 2-2	FLL is colored as Port Everglades	Quigley	Thank you for the comment. W address this.
2	2-6	Map 2-4	It is difficult to read at this scale, but it appears that the most up to date NW Community and Neighborhood Link routes are not reflected. I can share those with you if needed.	Quigley	Thank you for the comment. V the most recent files available
2	2-10	Map 2-6	Route number labels would be helpful on this map.	Quigley	Thank you for the comment. V address this.
2	2-10	Map 2-6	Is Broward Blvd still listed as a SIS? FDOT was in the process of removing this segment.	Quigley	Thank you for the comment. V address this.
3	3-2		Is there a highlighted social media post that received a large amount of views or responses that could be highlighted to show their reach? Interesting that respondents did not feel safety was a Transportation Problem, but	Gies	In speaking with our Public Invintroductory video for the 2045 beginning of 2018 received the was promoted on social media agency pages. The team is in Technical Report 1 which focu public outreach. This should h information when it is finalized the meantime, feel free to con specific information.
3	3-3	Figure 3-1	one of the Top 3 Themes identified was Safety.	Quigley	Thank you for the observation
3	3-8		Equity is also a concern with self driving cars. Will lower income residents, including elderly, be able to afford their own self-driving car or the cost of shared use versions. And will those technologies make affordable transit unsustainable creating transportation equity deserts further limiting access to jobs and services?	Quigley	Thank you for raising this issu addressed in the section on A was added to the Mobility Tech issue.
3	3-11		Resiliency - it is stated that the recommendations were used in the development of the MTP. Are there specific projects that were identified in the Plan that will implement improvements to vulnerable roadways to make them less vulnerable? Could you share those projects?	Quigley	Please see response to comm 24 below.
4	4-10	Map 4-1	The 2045 Transit Needs map does not have any east/west connections between Pines Blvd and I595. That is a large gap with limited transit access. Through one previous study there was a plan to but rail down Griffin Road. Some level of higher transit service should be included on Griffin Road.	Ball	2045 Transit Needs Plan is a c and SFRTA staff. While not in is additional east-west transit of Vision 2100 Plan that will be p

#### se Only:

Ve've updated the map to

Ve've updated the map with from Broward County Transit. Ve've updated the map to

Ve've updated the map to

volvement team, the 5 MTP published at the e most attention. The video a, our website, and partner the process of wrapping up uses on documenting our ave some more specific I following MTP adoption. In tact me if you would like more

ue. Although it was somewhat ging Population, a sentence hnology section to identify this

nents for projects #22, 23, and

collaboration with MPO, BCT, n the Transit Needs Plan, there connectivity in the Transit Vision 2100 Plan that will be published in early 2020.

	5 5-10	Table 5-3	Could you provide more information on project #22. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	These 3 projects are resilient as indicated in Chapter 3 (see These facilities were identified Weather and Climate Chang System in Broward County, studies to the MTP in recog
	5 5-11	Table 5-3	Could you provide more information on project #23. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	evaluate the facilities and dev resiliency issues. As these a there was no need to have re However, the City of Fort La
	5 5-11	Table 5-3	Could you provide more information on project #24. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Quigley	these efforts as the
	5 5-12	Table 5-3	Could you provide more information on project #36. It is within the City of Fort Lauderdale however was not one that was presented to the city during the coordination meetings and was not a part of the previous resolution of support.	Ball	Proposed by FDOT on state re coordinated with the City of Fo forward with programming.
	5 5-13	Table 5-3	Could you provide information on how project #9 differs from project #49. They both state that they are modifications to the interchange of I95 & Davie Blvd. Are they different phases of work?	Ball	Clarified #9 to reflect PD&E ar of interchange.
			I have concerns that the majority of the projects in the cost feasible plan are widening and grade separation. I do understand that the majority of funding is in highways however we need to address the fact that you can't build your way out of congestion and other modes need to start being priorities as a way to reduce that congestions.	Gies	This comment has been noted the plan with the TAC, CAC ar Transportation Plan is working scenario to make the case for "Other Arterials" Roadway fun The TAC, CAC, and MPO Boa about this discussion in the co from our MTP (and Palm Beau case for providing more flexibil areas of Florida given our con
_	5 5-31		How are grade separations and widening scored on the equity assessment? Does the impact to a high percentage of residents who do not have access to a car considered and if they need to talk to where they need to go the added impact of extra lanes or creation of more high speed roadways that are difficult to cross?	Quigley	We would be happy to discuss
	5 5-32	Map 5-3	How was the Severity Index calculated? Is it rates by accounting for severe injury and fatalities weighing higher than non-injury crashes?	Ball	The severity index is defined i average that gives a higher so crashes.
	5 5-33	Maps 5-4 +	If these represent projects to be funded through the MTP, it would be helpful to have an actual project listing as part of the plan that illustrates what these projects are. At the current scale it is often difficult to understand the limits and locations of the projects.	Ball	The safety maps do not represent They are intended to be a guid studies for which specific cour identified.
	6 6-10	Table 6-8	It is recommended that the mode share performance measure also include pre- and post- project counts. There are many other trips throughout the day that equate to more than the 2 for commute to work which can be more impactful however generally only the commute to work trips are counted.	Quigley	Mode share is measured at th This is something the MPO ca programs.

ency studies that were identified ee prior comment on page 3-11). ed as vulnerable in the "Extreme ange Risk to the Transportation y, Florida" and were added as cognition of the need to further evelop projects that address the e are not construction projects, resolutions of support for them. Lauderdale will be involved in a they move forward.

road. This project will be Fort Lauderdale before moving

and ROW. #49 is modification

ted and emphasized throughout and MPO Board. The Regional ing on a regional funding for increasing the flexibility of the unding provided by the State. Board will begin to hear more coming months. The findings each/Miami-Dade) support the tibility in funding in the urbanized onstrained/built-out environment.

iss this with you.

I in the text. It is a weighted score to incapacitating and fatal

resent projects to be funded. uide for funding future safety untermeasure projects are to be

the system-level in the MTP. can consider including it is other

It is recommended that Travel Time Reliability be a measure. It is not realistic to think that a goal should be free open streets during peak commute. We live in an urbanized area, however if there is travel time reliability it is more important to understand patterns. The measures explain the large number of widening and separation projects.    During the commended that Travel Time Reliability it is more important to understand patterns. The measures explain the large number of widening and separation projects.    During the commended that travel time reliability it is more important to understand patterns. The measures explain the large number of widening and separation projects.    During the commended that travel time reliability it is more important to understand patterns. The measures explain the large number of widening and separation projects.    During the commended that travel time reliability it is more important to understand patterns. The measures explain the large number of widening and the commended that travel time reliability it is more important.    During the commended that the commended that the large number of widening and the commended that the large number of widening and the commended that the large number of widening and the commended that the large number of widening and the commended that the large number of widening and the commended that the large number of widening and the commended that the commended that the large number of widening and the commended that the large number of widening and the commended that the comme	nent. V
6	nent. \
6  6-10  Table 6-8  understand patterns. The measures explain the large number of widening and separation projects.  Thank you for the communication projects.    Pedestrian accommodations should also be included as a transportation equity  Pedestrian data not real	nent. \
6  6-10  Table 6-8  separation projects.  Quigley  MTP update.    Image: Comparison of the separation of the separation projects of the separation of	nent. \
Pedestrian accommodations should also be included as a transportation equity Pedestrian data not rea	
Pedestrian accommodations should also be included as a transportation equity Pedestrian data not rea	
	dily av
Image: problemImage: pro	
Image: section of the section of th	
Note </td <td></td>	
No <td></td>	
Image: A set of the set of t	
Image: section of the section of th	
Image: section of the section of th	
InterpretationInterpreta	
InterpretationInterpreta	
Image: section of the section of th	
Image: Section of the section of th	
NoteNoteNote111 <td></td>	
NoNoNoNoImage: Section of the secti	
Image: section of the section of th	
Image: section of the section of th	
Image: section of the section of th	
Image: section of the section of th	
Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State    Image: Marking State  Image: Marking State  Image: Marking State	
Image: select	
Image: series of the series	
Image: series of the series	
Image: Second	
Image: Section of the section of th	
Image: Section of the section of th	
Image: Second	
Image: set in the set in	
Image: select	
Image: state in the state	
Image: Constraint of the second sec	
Image: Constraint of the second sec	

## We will consider it for the next

available and therefore the MTP eadily-available.

_



#### Broward MPO Commitment 2045 MTP Review Comments Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency:		

Florida Resident (private citizen)

Reviewer(s):

Michael Smith

Date: 11/1/2019

			-		For Broward MPO L
MTP Chapter		Paragraph/ Table/Figure		Comment Reviewed	
#	Page #	or Map #	Comment	By:	<b>Comment Disposition</b>
			A. F. Guideway (peoplemover), a low speed, cabin with few seats, routed from SE		The technology for this partic not been finalized and is subj developments in transit techn an "automated fixed guideway for any new technology that n
		5-TV2100,V 12	17th St., Ft. L., beyond (FLL) airport, west into Mia-Dade County?	Gies	connection in the future.
			(Seriously?)		
					Based on the projected build (within the 2045 timeframe), t include segments of rail (nort Beach) where the train will tra
Tech Rpt 7	45	5 Fig. 20	"Higher Speed Rail": "Very High Speed" (Brightline is not "very high speed")	Gies	be considered "very high spe
		1			
	1				
	1				
		•		-	

## Use Only:

icular transit improvement has bject to further coordination and nnology. The team labeled it as /ay" in order to provide flexibility my be appropriate for this

dout of the Brightline system , the system is projected to orth of Downtown West Palm travel up to 110 mph and would beed" in nature.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Broward County Port Everglades

Reviewer(s): Dr. Natacha Yacinthe, Ph.D., PPM, AICP

Date: 24-Oct-19

		Paragraph/		Comment	For Broward MPO Use Only:
MTP Chapter		Table/Figure		Reviewed	
		or Map #	Comment	By:	Comment Disposition
<i>π</i>	Page #			by.	Comment Disposition
			Thank you for inviting us to provide comments. We would like to have the entire		
Б	27	Table 5-6	project list included in the MTP that was provided by the Port during the Call for Projects in addition to the Unfunded projects.	Ball	Lindatos mado
5	21			Dall	Updates made.
				-	
		1	1		

## For Broward MPO Use Only:

# Broward MPO Commitment 2045 MTP Review Comments Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019

Agency: City of Weston

Reviewer(s): Karl Thompson, Assistant City Manager

**Date:** 11/1/2019

<b>Dato:</b> 11/1/2015			-			
MTP Chapter		Paragraph/ Table/Figure			For Broward MPO Us	
#	Page #	or Map #	Comment	By:	Comment Disposition	
1	4	last paragraph	Last paragraph refers to Fig 1-2, it should be 1-3	Ball	Done.	
2	3	3 Map 2-1	The urbanized area of Weston, just west of South Post road is not shown completely accurate.	Quigley	Thank you for the comment. include the urbanized area a Council's Future Land Use M	
2		2 Map 2-7	See comment above.	Quigley	This map is the Planning Co and we are not able to make clarification is required to un this map already shows the	
5	6	6 Fig 5-4	Should state if dollars in the graphic/chart are millions	Ball	Done.	
5	6	Table 5-3	Projects above the thicker "blue" line are funded in the THERE IS NO BLUE LINE, THE LINE IN THE TABLE IS GREEN	Ball	Done.	
5	33	3 Map 5-4	Cannot find a paragraph summary that describes information presented in Map 5-4 or Map 5-5	Ball	Maps are referenced in the t	
5	9	Table 5-3	Weston originally submitted a number of projects during the Call of Projects for MTP 2045, but after a one-on-one meeting with MPO Exec Dir Stuart and City of Weston (COW). The Exec Director advised COW to revise list to only include large projects, in the \$15M to \$20M range. Ultimately Three were submitted. One was deemed ineligible, the two other were routed to list for alternative funding sources.	Gies	As discussed at our meeting were considered as part of o programs for TSM&O and Sa submitted as part of the Cou We plan to follow up with yo adoption to identify the appro these projects and potential project to pursue MPO or oth	

#### Use Only:

nt. The map was updated to as reflected in the Planning Map.

Council's Future Land Use Map ke changes to it. Additional nderstand this comment since a urbanized area.

text prior to Table 5-3.

ng on 10/30 - these projects Four programmatic funding Safety and have also been pounty Transportation Surtax... you and your team post-MTP propriate funding path for al identify ways to structure the other funding.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Broward MPO

Reviewer(s): Paul Flavien

Date: 10/29/2019

			_		For Broward MPO
		Paragraph/		Comment	
MTP Chapter		Table/Figure		Reviewed	
#	Page #	or Map #	Comment	By:	Comment Disposition
					After the original draft was o
					from FDOT regarding the in
			Please update the PM1 Safety data to be consistent with what is in our current TIP		section of the MTP. The nur
			(data attached). Please also note under "baseline conditions" section that this		taken directly from the FDO
6	6-8	6-1, 6-2, 6-3	updated data is from 2013-2017	Quigley	MTP PM, we agreed to use
			Please remove the % sign from the Truck Travel Time Reliability (TTTR) metric,		
6	6-8	6-5	this measure is a ratio	Quigley	Correction made.
	1	<u> </u>	1		

## O Use Only:

s completed we received guidance information to be included in this umbers shown in Table 6-1 were OT document. After discussing the se Broward's numbers.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Broward MPO

Reviewer(s): Renee Cross

Date: 11/1/2019

Date: 11/1/2019		.9			
MTP Chapter		Paragraph/ Table/Figure		Comment Reviewed	For Broward MPO Use Only:
#	Page #	or Map #	Comment	By:	Comment Disposition
Entire Document			Throughout document, "federal" and "state" should not be capitalized	Ball	Adjusted according to editor guidance.
Entire Document			All acronyms should be spelled out the first time they are used	Ball	Reviewed and made effort to do this.
Chapter 2	2-1		Update regional population estimate to be consistent with regional population shown on page 1-7 (6.1 to 5.85+). I recognize this came from the RTP team but we should be consistent.	Quigley	Update made.
Chapter 2	2-4	Map 2-2	(Peter) I thought we agreed on showing "collectors and above" - some collector roads appear to be missing based on a cross check with the Broward functional classification map. This becomes a problem with the cost feasible plan maps since we have projects in the "wedge" without much of a roadway network for context. Also becomes an issue with Map 4-2, see comment below.	Quigley	Discussed with Peter and agreed to keep as shown, which Christopher Restrepo d use.
Chapter 2	2-6	Map 2-4	Verify community shuttle route layer. Renee believes that the route along Broward Blvd. (west of downtown) may not be correct. She does not recall it being part of the Sun Trolley system	Quigley	Updated shuttle layer obtained from Brow
Chapter 2	2-7	Figure 2-1	Can you verify that the Sawgrass Expressway is included as part of the "Florida's Turnpike" mileage calculation?	Quigley	Yes, Sawgrass Expressway is included in calculation. Figure has been updated to
Chapter 2	2-7	Figure 2-1	Please quantify the mileage for Express Bus and Community Routes. Was there a reason why the mileage could not be qantitfied?	Quigley	Mileage for all routes was removed.
Chapter 2	2-8	Figure 2-2	When adding up the number of "Annual Passenger Trips" it does not total approx. 160M (currently totals 130M). Is there a reason for this discrepancy?	Quigley	Number was updated to 130M.
Chapter 2	2-9	Map 2-5	Please add larger dots for the regional terminals since it is difficult to read. Also, would it be possible to add a "US-27" marker as shown on Map 2-6? I recognize these maps came from the RTP team but it would help with making the maps a bit easier to read	Quigley	Addressed as requested
Chapter 2	2-10	Map 2-6	As above, please add larger dots for the regional terminals since it is difficult to read	Quigley	Addressed as requested
Chapter 2	2-11	Table 2-1	Broward County Future Land Use total calculation is incorrect (numbers in table total 220,406)	Quigley	Number corrected
Chapter 2	2-12	Map 2-7	Please have the map show the full extent of Broward urbanized area (wedge is slightly cut off)	Quigley	Map updated
Chapter 2	2-13	Figure 2-3	"Population" label is misspelled on the y-axis	Quigley	Addressed as requested
Chapter 2	2-13	Figure 2-4	x-axis shows yearly increments, when chart above shows bi-yearly increments. Should be made consistent so it is easier to read. Also, x-axis should begin at "400" to help illustrate a more distiguishable difference	Quigley	All corrections except adjusted starting p feel it was appropriate to arbitrarily adjus given that prior Figure 2-3 was also start
Chapter 2	2-13		Second paragrpah refers to 10-year increments, but then shows incorrect increments in the years that follow (2025, 2035, 2040).	Quigley	Updated final year to 2045.

greed to keep roadway network er Restrepo developed for MPO's

ned from Broward County Transit. is included in the mileage n updated to clarify.

ted starting point made. Did not pitrarily adjust scale of y-axis vas also starting at 0.

					-
Chapter 2	2-13		Third paragraph makes reference to Figure 2-3 and also references years which do not appear to be consistent with the years shown in the figure (second sentence makes reference to 2017, when first sentence refers to a time period from 1990-2016).	Quigley	Figure 2-3 shows population for the x-axis only labels even nur- were updated to avoid further first sentence was modified to
			The employment numbers shown in Figure 2-6 (just below 1.2M in 2016) do not make sense with what is projected in Figure 2-5 (just over 1.2M in 2045). Additionally, the text on page 2-15 refers to a current employment number of	Quigicy	Source for Figure 2-6 was diffe employment projections ultima reflected in Figure 2-5. Figure
Chapter 2	2-14	Figure 2-5	962,000. Please make consistent	Quigley	deleted to avoid confusion.
Chapter 2	2-15	Figure 2-6	Text refers to an employment projection of 1.53M in 2015 but Figure shows different number.	Quigley	Please see response above.
Chapter 2	2-16		First paragrpah under "Equity Area Identification" lists the indicators used for the Equity Assessment but does not include "poverty." Please verify that all indicators are shown.	Quigley	Text adjusted to include pover
<u></u>			Please spell out FTAC (under section "Freight Community Coordination) - this is		This was previously spelled or
Chapter 3	3-6		the first time it appears in the document.	Quigley	acronym provided so this com
			Federal and State Land Management, Environmental, and Wildlife Agencies Section – first sentence indicates ETDM screening was completed but page 5-31 indicates that ETDM coordination is ongoing. Please revise to make consistent with		Page 5-28 references projects page 5-31 talks about coordin agencies during PD&E and lat language was modified to refe of the ETDM process but still
Chapter 3	3-6		page 5-31	Quigley	having been screened.
Chapter 3	3-7		Missing space between "Public Involvement Summary" and "MTP Document Availability" sections Use "interrelated" spelling consistently under "Emerging Issues" (with or without	Quigley	Double checked this and space with other sections of the docu
Chapter 3	3-7		dash)	Quigley	Correction made.
Chapter 3	3-7		Second sentence under "Emerging Issues" is difficult to understand (have discussed for longer)	Quigley	Added additional language to have been part of the transport period of time than mobility tee
Chapter 3	3-10		Delete the word "proposed" in the last sentence of the second paragraph of "aging population" to make the sentence/thought more clear (and an expansion to the public transportation system is planned)	Quigley	Correction made.
Chapter 4	4-1		"Identify" is incorrectly capitalized	Quigley	Correction made.
Oberster 4	4 7	Figure 4-	Could you please clarify why Resiliency was not included in the Vision 2100. This	Quislau	Clarifeting language added
Chapter 4	4-7	2/Table 4-2	could be included in the narrative Soften and clarify the first bullet in the "Resiliency" column. Renee was concerned	Quigley	Clarifying language added. Due to the size constraints of was changed to limited in the
Chapter 4	4-7	Figure 4-2	the statement sounded too harsh even though were using scenario planning to test the "extremes" in order to have a measurable outcome.	Quigley	information, the reader will hav describes the scenario, found
Chapter 4	4-12		add a period after "vs"	Quigley	Word was spelled out to avoid
			map needs better labels to help the reader for the reference (i.e Stirling Road not labeled, missing roads in wedge [see comment on Map 2-2], 100th Avenue instead		As discussed with MPO PM, N reflect improved labels. This n the final version of the MTP do
Chapter 4	4-12	Map 4-2	of Nob Hill Rd., etc.) Let's discuss.	Quigley	response to prior comment reg
Chapter 4	4-14		First sentence under "Project Prioritization" section still refers to the "Highway" program. Please change to "Roadway"	Quigley	Find and Replace done for the issue.
Chapter 4	4-16	Table 4-6	Coral Hills Drive is listed as program rank 2 but Sheridan is also listed as program rank 2. I believe this is because Coral Hills is actually a non-State facility. Please double-check and correct if necessary	Quigley	Table 4-6 removed after discu Chapter 5 no longer refers to s categories.
Chapter 5	5-3		Is it possible to make the hyperlink for the TIP blue text?	Ball	Made hyperlinks consistent in

n from 1990 to 2017; however numbered years. The axis labels er confusion and the text of the to reflect the correct period. ifferent from source for mately used for SERPM 8, and re 2-6 and related text was

.

erty.

out on page 3-5 and the omment was not implemented. cts "screened" through ETDM; lination with environmental latter processes. Chapter 3 efer to Chapter 5 for description ill refers to the CFP projects as

acing appears to be consistent cument.

to clarify that these other issues portation discussion for a longer technology.

of the graphic, the word prohibit e first bullet. For additional have to refer to the text that nd on page 4-5. Did need for punctuation

, Map 2-2 is being updated to s map will be corrected prior to document. Please also see regarding roads shown. the entire chapter to address this

cussion with MPO PM since o state and non-state roadway

in format.

				-	
Chapter 5	5-5		Icons are associated with incorrect programs. Icons are correct on 5-4, please revise.	Ball	Updated.
			Color code numbers consistent with the bar chart colors on the smaller portion of		
Chapter 5	5-6	Figure 5-4		Ball	Updated.
Chapter 5	5-12	Table 5-3		Ball	Updated.
Chapter 5	5-17	Table 5-3		Ball	Updated.
	5-17		A few projects show "Project Limits" when they are intersection projects. Please	Dan	
Chapter 5		Table 5-3		Ball	Updated.
Chapter 5	5-19	Table 5-3		Ball	Updated.
	0-10		(Peter) US-441/SR-7 @ Sunrise project (removal of grade seperation) needs to be	Dan	
Chapter 5		Table 5-3		Ball	Added back into unfunded nee
			"ETDM & Environmental Mitigation" needs more information. This was a corrective	Dan	
			action last time for the Broward MPO. Please refer to page 21-22 of the 2040 LRTP		
Chapter 5	5-31		· •	Ball	Updated per direction from MF
				Dan	
					Original draft included MPO's
					FDOT guidance the tables we
			Tables do not make sense (statewide numbers between each chart are different).		provided in that document. Aft
Chapter 6	6-2			Quigley	the numbers were revised to r
Chapter 6	6-2		Extra space at the beginning of the first paragraph	Quigley	Unable to find this error in Put
				<u> </u>	
					The language provided is dire
					for this measure. The guidanc
			Is it possible to include a table to help illustrate how bridge condition index is		equation or any other informat
			measured, including the equation (second column)? This may make it easier for the		language is consistent with the
Chapter 6	6-5			Quigley	suggested edit was not include
·				<u> </u>	
Chapter 6	6-5			Quigley	It is spelled out prior to the use
Chapter 6	6-6		Change "TAMP" acronym to "TAM Plan" (second full paragraph of the page)	Quigley	Correction made.
			Statewide performance for "non-interstate NHS pavements in good condition" is		Numbers shown in draft are fr
Chapter 6	6-6	Table 6-4		Quigley	and are consistent with TIP. T
			Can we explain in the narrative what Travel Truck Time Reliability is and what the		Additional language from FDC
Chapter 6	6-7			Quigley	address this comment.
Chapter 6	6-8	Table 6-5	TTTR is a ratio, please remove % signs. Paul Flavien has same comment.	Quigley	Correction made.
<b>.</b>			Please remove the "TMA" acronym from "City of Fort Lauderdale TMA" (last		
Chapter 6	6-8		paragraph of the page) The City of Fort Lauderdale creates the TAM plan.	Quigley	Correction made.
			Please correct acronym for the Public Transportation Agency Safety Plan in the first		
Chapter 6	6-9			Quigley	Correction made.
Objection 0	0.40		Top of second column, the sentence repeats achieve/achievable. "achievable	O de la com	
Chapter 6	6-10		· · ·	Quigley	Correction made.
			"Transit Supply" - why does this have a positive result if not all targets were		
			achieved. This may be true for other measure areas. I think Renee would just like		
Chapter C	6 10		some clarification. I would imagine the main intent was achieved even though not	Quialau	
Chapter 6	6-12	Figure 6-1		Quigley	Language adjusted to respond
Chapter 7	7.0		top of page - sentence should be corrected to read "moves people and goods,	Dell	Indeted
Chapter 7	7-3			Ball	Updated.
Chapter 7	7-3			Ball	Updated.
Charter 7			"MTP The Blueprint" - last sentence, "Multimodal Priorities" should be chanced to	Dell	Indeted
Chapter 7	7-5		"Multimodal Priorities List."	Ball	Updated.

needs.

MPO staff.

's numbers but after receiving were revised to reflect what was After discussion with MTP PM, o reflect what MPO provided. Publisher document.

irectly from the FDOT guidance nce does not provide the nation beyond the narrative. The the TIP, and therefore, this uded in the MTP.

use of the acronym in bullet 3.

from FDOT guidance document This change was not made. DOT guidance was added to

ond to this comment.



Please return to Peter Gies (giesp@browardmpo.org) Deadline: November 1, 2019



Agency: Broward MPO

Reviewer(s): Rebecca Schultz

Date: 10/29/2019

		Paragraph/	_	Comment	For Broward MPO
MTP Chapter		Table/Figure			
#	Page #	or Map #	Comment	Reviewed By:	Comment Disposition
	vi		image on left hand side says "istock"	Ball	Updated to remove "istock."
			have verbiage say "Page intentionally left blank" in style guide blue or black, no		
	vi		italics	Ball	Addressed throughout docur
	.1-9		add "Page intentionally left blank" in style guide blue	Ball	Addressed throughout docur
			1.5, 2.5 instead of 1,1,2,2,3; I get the idea, but has a small potential to be		
	.2-13	Figure 2-3	confused.		
	.3-1		Make hyperlink clickable	Quigley	Correction made.
			extra (•) at the bottom of the first column. Maybe move "Roundtable" or "weekly		
	.3-2		social media posts" to there	Quigley	Extra bullet removed
					Tech Reports 7 and 8 are av Tech Report 11 will be as so
					that your comment may have
	.4-9		" Technical Reports #7, #8, and #11" where are these?	Quigley	information to the document,
					Due to other edits made to the
	.4-11		shift 2nd column down, move last 2 sentences of column to page 4-12.	Quigley	this comment is still valid.
	.4-12		cont. from previous: 1st column, 4 lines; 2nd column, 5 lines	Quigley	Due to other edits made to the this comment is still valid.
	.4-17		add "Page intentionally left blank" in style guide blue	Ball	Edit made
	.5-1		7th line, lower case c in county	Ball	Edit made
			page design modification: first paragraph & bullets going across full page; all FIVE- STEP APPROACH verbiage in column 1, Figure 5-1 aligned with said verbiage in		
	.5-2		column 2	Ball	Integrate page design modifi
		Table 5-3:			
	.5-5/5-15	2045	the line on the table is green, not blue "Projects above the thicker blue line"	Ball	Updated text
	.5-5/5-22	Table 5-4:	the line is green, not blue "Projects above/below the thicker blue line"	Ball	Updated text
	.6-15		add "Page intentionally left blank" in style guide blue	Ball	Addressed throughout docur
	.7-2		move "Cost Feasible Plan" to 7-3	Ball	Done.
	.7-3		move "Guiding Principle 2:" to 7-4	Ball	Done.
	.7-4		move "Project Implementation" to 7-5	Ball	Done.
	.7-5		move "MTO - The Blueprint" above "MPO Commitment" (maybe)	Ball	Done.
	•	•	•		

## O Use Only:

ument. ument.

available on the MPO website. soon as it's done. Understanding we meant for us to add this nt, a hyperlink was included. this chapter it does not appear

this chapter it does not appear

lification

ument