



PREMO

Premium Mobility Plan

Broward County Transit

Initial Corridors (Step A) Summary Technical Memorandum

Final

November 2022

Transit Systemwide Study, Planning, and Preliminary Design

RFP# TRN2120307P1

Name: Broward County Transit Systemwide Study, Planning, and Preliminary Design

RFP Contract Number: TRN2120307P1

Project Limits: Broward County (Entire County)

Proposed Activity: Provide a transit systemwide study including planning and preliminary designs resulting in the Premium Mobility Plan (PREMO)

Document Purpose: Description and documentation of BCT Premium Mobility Plan's Step A approach, methodology, coordination, and results to identify the Initial Corridors.

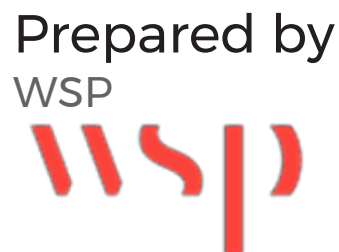


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Acronyms and Abbreviations

BCT	Broward County Transit
CIG	Capital Investment Grant
FDCA	Florida Department of Community Affairs
FDOR	Florida Department of Revenue
FDOT	Florida Department of Transportation
FLU	Future Land Use
FTA	Federal Transit Administration
GIS	Geographic Information System
LEHD	Longitudinal Employer-Household Dynamics
MAP Broward	Mobility Advancement Program
PAG	Project Advisory Group
PREMO	Broward County Transit Premium Mobility Plan
STOPS	Simplified Trips on Project Software
TDP	Transit Development Plan
TOD	Transit Oriented Development

1. Introduction

PREMO incorporates the goals of the Penny for Transportation Surtax Program. This program, referred to as the Broward Mobility Advancement Program (MAP Broward), provides funding support for improving transit service, enhancing multimodal options, and ensuring economic development and benefits. The Transportation Surtax took effect on January 1, 2019.

1.1 PREMO Purpose

PREMO will define a vision for a world-class premium transit network in Broward County. To achieve this vision, PREMO strategically identifies a program of projects that sequences the implementation of premium transit services—connecting local BCT routes to regional services.

Premium transit is an expression that describes high-capacity transit projects that are modern, convenient, attractive, safe, and reliable. Premium transit can also include investments that give preferential treatment to transit in the form of exclusive or shared transit lanes and the use of technologies that give transit a priority at signalized intersections.

PREMO will closely follow Federal Transit Administration (FTA) Capital Investment Grant (CIG) guidelines, while coordinating closely with the Florida Department of Transportation (FDOT), the Broward County Public Works Department, municipal partners, and other stakeholders.

Figure 1: PREMO Purpose



PREMO Purpose

Invest in a network of countywide **premium transit** services that provides **modern mobility** that is **convenient, attractive, safe, reliable, and frequent**

1.2 PREMO Goals

PREMO will evaluate and recommend the location and mode of various premium transit service investments in Broward County. As shown in **Figure 2**, the goals of PREMO include:

Figure 2: PREMO Goals



- **Improve Mobility For All:** ensure mobility improvements for all who live, work, and travel in Broward County through implementing a reliable, premium transit service
- **Implement Equitable Transit Solutions:** ensure that transit improvements provide access to jobs, services, and destinations from all communities throughout Broward County, with a focus on equitable connections for transit dependent populations and underrepresented communities
- **Improve Safety and Security, and Ensure Environmental Stewardship:** provide safe mobility options that minimize impacts to the environment and ensure that customers and communities are safe and secure
- **Enhance Economic Development and Ensure Financial Sustainability:** implement cost-effective transit solutions to encourage transit-supportive development while providing improved access and connectivity to employment areas and population centers
- **Integrate and Serve Communities:** implement transit investments with connections to multimodal hubs, employment centers, and activity centers to connect with existing and future development that is oriented for transit

1.3 PREMO Process

PREMO follows a tiered technical evaluation process, with each tier addressing a single key question. The answer to each question facilitates the development of the PREMO Plan, serves County needs, and meets established goals. **Figure 3** illustrates the PREMO process starting with the identification of the initial corridors (Step A) and resulting in a sequenced program of projects (Step F) for implementation.

Figure 3: PREMO Evaluation Process

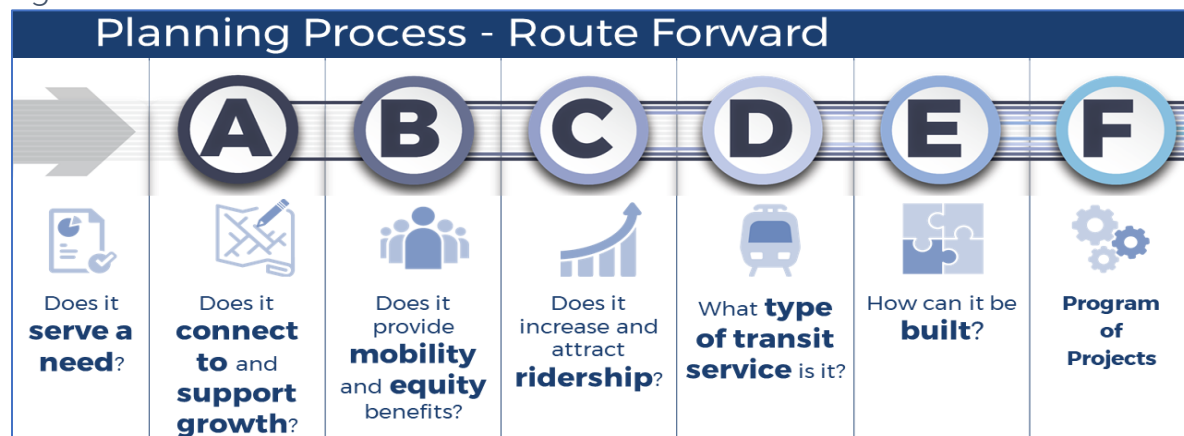


Table 1 provides a detailed summary of the PREMO process. PREMO will be directed by the outcomes of technical analyses, stakeholder direction, and public opinion.

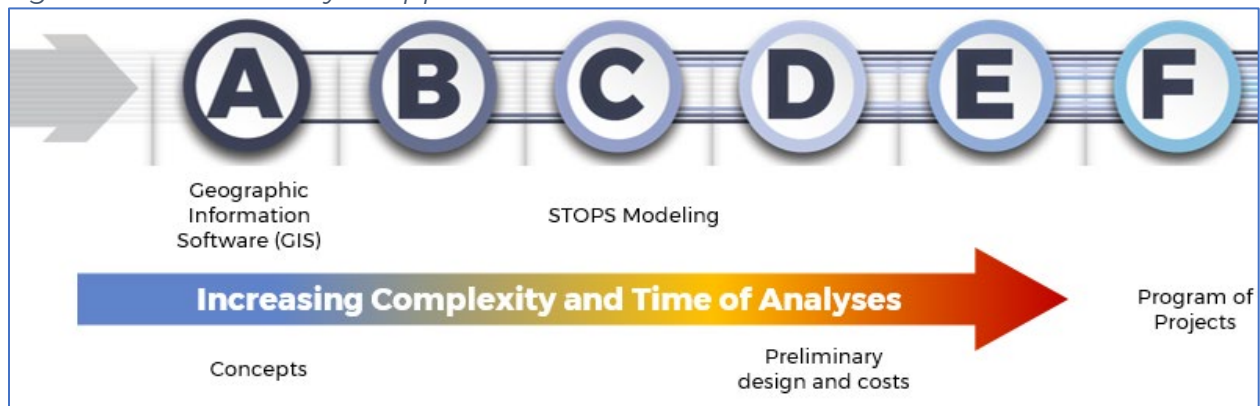
Table 1: PREMO Process Steps

Step	Key Question to be Addressed	Anticipated Outcome
Initial	Does the proposed PREMO corridor address a County mobility need?	Initial Network: List of initial candidate corridors to be considered for premium transit
A	Does the proposed PREMO corridor connect to and support County growth?	Initial Corridors: Approximately 20 top performing corridors to be considered for a premium transit investment
B	Does the proposed PREMO corridor provide mobility and equity benefits?	Shortlisted Corridors: Approximately 10 top performing corridors to be considered for a premium transit investment
C	Does the proposed PREMO corridor increase and attract transit ridership?	Recommended Corridors: Approximately 5 top performing corridors to be considered for a premium transit investment
D	What type of transit service best serves the proposed PREMO corridors?	Corridor Transit Type: The most appropriate premium transit type (i.e., Bus Rapid Transit or Light Rail) for the Recommended Corridors
E	How can the proposed PREMO projects best be built?	Implementation Strategy: A sequenced program of projects and each project's proposed implementation strategy

2. Step A Methodology

Each step in PREMO's development increases the level of analytical complexity. During Steps A and B there are many potential premium transit corridors under consideration that require less complex analysis. Steps C through E require more complex analyses to examine project details as the number of potential premium transit projects decreases (see **Figure 4**). For example, Steps A and B primarily focus on readily available Geographic Information Systems (GIS) data. Steps C through E use more involved project analyses and application of the FTA Simplified Trips on Project Software (STOPS) model.

Figure 4: PREMO Analysis Approach



2.1 Initial Network

The Initial Network is comprised of north-south and east-west major roadways within Broward County that have the potential to serve both existing and future mobility needs. This Initial Network was presented to the PAG in January 2022 and is discussed in the Transit Systems Definition Report.

Figure 5: Initial Network



2.2 Step A Performance Measures

PREMO evaluates candidate premium transit recommendations using quantitative and qualitative analyses to determine how well each recommendation satisfies the identified goals. In doing so, performance measures are aligned with PREMO goals and objectives. These performance measures are expected to be refined as PREMO steps are completed to capture and react to new information derived from analyses or input received from stakeholders and the public.

Table 2 describes the performance measures to be used by PREMO, specifically during Step A of the development of the PREMO program. The table also demonstrates how these performance measures will be applied. As described, these performance measures have been discussed with the Project Advisory Group (PAG).

PREMO will also review public input derived from the PREMO public engagement program and compare public preferences and comments against the evaluation of candidate premium transit recommendations.

Table 2: Step A PREMO Performance Measures

Key: Does it Connect to and Support Growth?
Goals: Improve Mobility for All, Implement Equitable Transit Solutions, Integrate with and Serve Communities (land use), Enhance Economic Development, Ensure Financial Sustainability
Objective: Identify approximately 20 top performing corridors or the Initial Corridors recommendation

PREMO Goal	Evaluation Criteria	Measure of Effectiveness	Data Source	Measure Thresholds	Scoring Methodology
Improve Mobility for All	Existing Transit Ridership	Number of transit trips on existing BCT routes/existing mode share	FY 2021-2022 Annual BCT Ridership Data (total route ridership for all routes present in corridor), Replica Data	Range of data results demonstrated by all initial corridors divided into percentiles	
Implement Equitable Transit Solutions	Access to Affordable Housing	Number of publicly assisted housing units within a ½-mile network buffer	Shimberg Center for Housing Studies 2018, Assisted Housing Inventory	Range of data results demonstrated by all initial corridors divided into percentiles	
Integrate With and Serve Communities (land use)	Population (Existing and Future)	Average population density (persons per square mile) for the years of 2015 and 2045 within a ½-mile network buffer	Broward County's Population Forecast and Allocation Model; SERPM 8 base year with conservative growth rate	Federal Transit Administration (FTA) Capital Investment Grant (CIG) Project Rating Guidance (New Starts, Small Starts Guidance)	High Medium High Medium Medium Low Low
	Employment (Existing and Future)	Average employment density (jobs per square mile) for the years of 2015 and 2045 within a ½-mile network buffer	Broward County's Population Forecast and Allocation Model; SERPM 8 base year with conservative growth rate		
	Activity Centers	Number of county Future Land Use Map activity center designations with a ½-mile network buffer	Broward County FLUM		
	Connection to Services	Number of schools, medical uses (hospitals), public facilities (libraries) and airport with a ½-mile network buffer	Broward County and Municipal GIS Data		
Enhance Economic Development and Ensure Financial Sustainability	Potential to Increase Affordable Housing	Assessment of existing affordable housing policy by jurisdiction	Jurisdictional Code of Ordinances	Range of data results demonstrated by all initial corridors divided into percentiles	
	Future Redevelopment and Infill Potential	Analyze the redevelopment potential for parcels within a ½-mile buffer of each corridor, considers land use and vacancy	Broward County and Municipal Data and Plans, Florida Department of Revenue (FDOR) parcel data publications (2021)		
	Suitability for Transit-Oriented Development (TOD) and Redevelopment	Analyze the readiness of an area (within a ½-mile buffer of each corridor) for TOD	American Community Survey (2019), LEHD Origin-Destination Employment Statistics (2018), FDOT, Florida Department of Community Affairs (FDCA), and FDOR parcel data (2021)		
	Transit Supportive Policies	Assessment of existing TOD policy by jurisdiction	Jurisdictional Code of Ordinances		

2.3 Data Sources and Criterion Thresholds

Table 3 through **Table 7** details the source of the data and the scoring breakpoints or thresholds used for each criterion, organized by goal.

Table 3: Criterion Thresholds – Improve Mobility for All and Implement Equitable Transit Solutions

PREMO Goal	Improve Mobility for All	Equitable Transit Solutions
Evaluation Criteria	Existing Transit Ridership	Access to Affordable Housing
Measure of Effectiveness	Number of existing BCT customers per route	Publicly assisted housing units within a ½ mile network buffer
Data Source	FY 2020-21 Annual BCT Ridership Data (Combined ridership for all routes in corridor)	Shimberg Center for Housing Studies 2018, Assisted Housing Inventory
Average	632,973	785
Standard Deviation	572,577	742
Maximum Value	2,301,096	2,560
Minimum Value	28,495	0
Sum	17,090,279	21,203
Median	479,338	590
Top 4/5ths	1,006,586	1,379
Middle 3/5ths	657,601	686
Bottom 2/5ths	353,648	421
Bottom 1/5th	164,116	125
Range	2,272,601	2,560
High Score of 5	≤ 1,006,586	≤ 1,379
Medium High Score of 4	≤ 657,601 and > 1,006,586	≤ 686 and > 1,379
Medium Score of 3	≤ 353,648 and > 657,601	≤ 353,648 and > 686
Medium Low Score of 2	≤ 164,116 and > 353,648	≤ 125 and > 421
Low Score of 1	> 164,116	> 125

Table 4: Criterion Thresholds - Integrate with and Serve Communities (land use)

PREMO Goal	Integrate with and Serve Communities (Land Use)	
Evaluation Criteria	Population (Existing and Future)	Employment (Existing and Future)
Measure of Effectiveness	Average population density (persons per square mile) within a ½mile network buffer	Average employment density (persons per square mile) within a ½mile network buffer
Data Source	Broward County's Population Forecast and Allocation Model; SERPM 8 base year with conservative growth rate	Broward County's Population Forecast and Allocation Model; SERPM 8 base year with conservative growth rate
High Score of 5	≤ 15,000	≤ 220,000
Medium High Score of 4	≤ 9,600 and > 15,000	≤ 140,000 and > 220,000
Medium Score of 3	≤ 5,760 and > 9,600	≤ 70,000 and > 140,000
Medium Low Score of 2	≤ 2,561 and > 5,760	≤ 40,000 and > 70,000
Low Score of 1	> 2,561	> 40,000

Table 5: Criterion Thresholds - Integrate with and Serve Communities (land use) (cont.)

PREMO Goal	Integrate with and Serve Communities (Land Use)	
Evaluation Criteria	Activity Centers	Connection to Services
Measure of Effectiveness	Number of county Future Land Use (FLU) Map activity center designations within a ½mile network buffer	Number of schools, medical uses (hospitals), public facilities (libraries) and airports within a ½ mile network buffer
Data Source	Broward County FLU Map	Broward County and Municipal GIS Data
Average	2.26	147
Standard Deviation	2.46	173
Maximum Value	9.00	730
Minimum Value	0.00	14
Sum	61.00	3980
Median	1.00	93
Top 4/5ths	4.00	174
Middle 3/5ths	2.00	107
Bottom 2/5ths	1.00	78
Bottom 1/5th	0.20	34
Range	9.00	716
High Score of 5	≤ 4.00	≤ 174
Medium High Score of 4	≤ 2.00 and > 4.00	≤ 107 and > 174
Medium Score of 3	≤ 1.00 and > 2.00	≤ 78 and > 107
Medium Low Score of 2	≤ 0.20 and > 1.00	≤ 34 and > 78
Low Score of 1	> 0.20	> 34

Table 6: Criterion Thresholds - Enhance Economic Development

PREMO Goal	Enhance Economic Development	
Evaluation Criteria	Potential to Increase Affordable Housing	Future Redevelopment and Infill Potential
Measure of Effectiveness	Assessment of existing affordable housing policies by jurisdiction	Analyze the redevelopment potential for parcels within a ½ mile buffer of each corridor; considers land use and vacancy
Data Source	Jurisdictional Code of Ordinances	Florida Department of Revenue parcel data publications (2021)
Average	0.83	0.26
Standard Deviation	0.11	0.14
Maximum Value	1.00	0.64
Minimum Value	0.60	0.09
Sum	22.41	7.07
Median	0.83	0.24
Top 4/5ths	0.90	0.34
Middle 3/5ths	0.87	0.30
Bottom 2/5ths	0.80	0.19
Bottom 1/5th	0.75	0.14
Range	0.40	0.55
High Score of 5	≤ 0.90	≤ 0.34
Medium High Score of 4	≤ 0.87 and > 0.90	≤ 0.30 and > 0.34
Medium Score of 3	≤ 0.80 and > 0.87	≤ 0.19 and > 0.30
Medium Low Score of 2	≤ 0.75 and > 0.80	≤ 0.14 and > 0.19
Low Score of 1	> 0.75	> 0.14

Table 7: Criterion Thresholds - Enhance Economic Development

PREMO Goal	Enhance Economic Development	
Evaluation Criteria	Suitability for TOD Development and Redevelopment	Transit Supportive Policies
Measure of Effectiveness	Analyze the readiness of an area (within a ½mile buffer of each corridor) for TOD	Assessment of existing TOD policy by jurisdiction
Data Source	Broward County Future Land Use Map	Broward County and Municipal GIS Data
Average	0.10	0.57
Standard Deviation	0.06	0.19
Maximum Value	0.24	1.00
Minimum Value	0.01	0.25
Sum	2.60	15.27
Median	0.08	0.56
Top 4/5ths	0.15	0.72
Middle 3/5ths	0.10	0.60
Bottom 2/5ths	0.07	0.50
Bottom 1/5th	0.04	0.41
Range	0.23	0.75
High Score of 5	≤ 0.15	≤ 0.72
Medium High Score of 4	≤ 0.10 and > 0.15	≤ 0.60 and > 0.72
Medium Score of 3	≤ 0.07 and > 0.10	≤ 0.50 and > 0.60
Medium Low Score of 2	≤ 0.04 and > 0.07	≤ 0.41 and > 0.50
Low Score of 1	> 0.04	> 0.41

To further elaborate on the criteria thresholds for Enhance Economic Development, see explanations below:

Potential to Increase Affordable Housing

Code of Ordinances were used to evaluate each corridor for its “potential to increase affordable housing,” with each evaluated for its inclusion of a standalone affordable housing policy or program, guidance on unit targets, details on desired locations, and any other supplemental policies. Each criterion was assigned a ‘yes’ or ‘no’ decision, which was later converted into a numerical value for scoring. For each corridor, the raw score was calculated as the proportion of intersecting jurisdictions that have at least one affordable housing policy.

The minimum raw score of 0 indicates that no intersecting jurisdictions have affordable housing policies, and the maximum raw score of 1 indicates that all intersecting jurisdictions have affordable housing policy. Scores less than 1 but more than 0 indicate that some intersecting jurisdictions have affordable housing policies. Once raw scores were calculated, scores were split into five groups. The bounds of these groups are defined in **Table 10**.

Table 8: Potential to Increase Affordable Housing Score

Rating	Lower Bound	Upper Bound
Low	0	0.67
Medium Low	0.67	0.75
Medium	0.75	0.83
Medium High	0.83	0.91
High	0.91	1

Future Redevelopment and Infill Potential

To score corridors by their “future redevelopment and infill potential”, a 1/2 -mile buffer of each corridor was created to determine the “corridor analysis areas”. Next, parcel centroids were intersected with corridor analysis areas to identify the parcels lying within each corridor analysis area. For each corridor, the raw score was then calculated by applying an area-weighted average of parcel redevelopment suitability, which itself was calculated for each parcel in a separate process. The parcel data underlying redevelopment suitability was sourced from Florida Department of Revenue (FDOR) parcel data publications and reflect 2021 conditions. Redevelopment suitability is a weighted average of parcel-level age, floor area ratio, land area, and ratio of improvement value to land value, scaled by fixed weights associated with vacancy, local land use, and generalized land use.

The minimum raw score of 0 indicates no redevelopment potential in the corridor analysis area, and the maximum raw score of 1 indicates that the entire corridor analysis area is ripe for redevelopment. Once raw scores were calculated, scores were split into five groups. The bounds of these groups are defined in **Table 11**.

Table 9: Future Redevelopment and Infill Potential Score

Rating	Lower Bound	Upper Bound
Low	0	0.17
Medium Low	0.17	0.25
Medium	0.25	0.34
Medium High	0.34	0.43
High	0.43	1

Suitability for Transit-Oriented Development

To score corridors by their “suitability for Transit-Oriented Development (TOD)”, a 1/2 - mile buffer of each corridor was created to determine the “corridor analysis areas”. Next, transit supportiveness polygons were intersected with corridor analysis areas to identify areas of transit supportiveness. Transit supportiveness was assessed on a 500-foot grid and reflects a mix of conditions comprising the most recently available American Community Survey (2019), Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (2018), and FDOR parcel data (2021). Grid cells were dissolved to like polygons for analysis.

The transit supportiveness identification process references the TOD placetypes and their criteria from the “A Framework for Transit Oriented Development in Florida” report, which was prepared by the FDOT and Florida Department of Community Affairs (FDCA). The transit supportiveness process also compares observed area characteristics to target values for these placetypes to assign categories. The transit supportiveness analysis considers the following characteristics: total activity, employment density, population density, jobs housing balance, and grid density.

For each corridor, the raw score was then calculated by applying an area weighted average of transit supportiveness.

The minimum raw score of 0 indicates no transit supportiveness at all in the corridor analysis area, and the maximum raw score of 1 indicates that the entire corridor analysis area has the highest potential for TOD. Once raw scores were calculated, scores were split into five groups. The bounds of these groups are defined in **Table 12**.

Table 10: TOD Development and Redevelopment Score

Rating	Lower Bound	Upper Bound
Low	0	0.06
Medium Low	0.06	0.11
Medium	0.11	0.14
Medium High	0.14	0.19
High	0.19	1

Transit Supportive Policies

Code of Ordinances were used to evaluate each corridor for transit supportive policies. Jurisdictional Code of Ordinances were reviewed for standalone TOD policies, specificity on desired locations, and any other indicators of support for TODs. To acknowledge the work that has been done but not yet codified, the review also looked for TOD plans in each jurisdiction. Each criterion was assigned a ‘yes’ or ‘no’ decision, which was later converted into a numerical value for scoring.

For each corridor, the raw score was calculated as the proportion of intersecting jurisdictions that have some TOD policy. The minimum raw score of 0 indicates that no intersecting jurisdictions have TOD policy, and the maximum raw score of 1 indicates that all intersecting jurisdictions have TOD policy. Once raw scores were calculated, scores were split into five groups. The bounds of these groups are defined in **Table 13**.

Table 11: Transit Supportive Policies Score

Rating	Lower Bound	Upper Bound
Low	0	0.38
Medium Low	0.38	0.50
Medium	0.50	0.67
Medium High	0.67	0.80
High	0.80	1

2.4 Scoring Approach

An important outcome of PREMO is the ability to use local funding to secure federal and state transit grant opportunities. This ensures the efficient use of Broward County revenues, potentially allowing for a greater level of premium transit investment. The FTA guidelines for the CIG program uses five categories for rating a potential project’s performance. This scoring system is organized as shown in **Table 3**.

Table 12: FTA Scoring Approach

Score	Rating	Description
5	High	Best Performing
4	Medium High	Second Best Performing
3	Medium	Third Best Performing
2	Medium Low	Fourth Best Performing
1	Low	Fifth Best Performing

PREMO has also adopted a similar FTA scoring methodology. When a performance measure directly references a specific FTA project rating criterion, the FTA guidelines regarding scoring breakpoints are used. If a performance measure focuses on an evaluation not included within the FTA guidelines, the range of results are broken down into five percentiles. Scores are assigned based on where a given corridor falls

within that data range. For example, a value falling within the upper percentile receives a rating of “High”. A value falling within the bottom percentile receives a rating of “Low”. The scoring system is organized as shown in **Table 4**.

Table 13: PREMO Scoring Approach

Score	Rating	Description
5	High	Top Performing Percentile Rank
4	Medium High	Second Best Performing Percentile Rank
3	Medium	Third Best Performing Percentile Rank
2	Medium Low	Fourth Best Performing Percentile Rank
1	Low	Fifth Best Performing Percentile Rank

Scoring by Goal

An average of the scoring criterion by goal was calculated. These average scores per goal were compared across all goals and averaged again. Therefore, any Initial Network corridor’s highest possible score is 5 and lowest is 1. Section 3 discusses the results of the evaluation.

3. Step A Corridor Evaluation

Using the methodologies described above, all corridors within the Initial Network were evaluated and compared. The goal of this comparison was to define the top 20 highest performing corridors. If two corridors received the same score, both would be considered within the top performing group. For the full Step A analysis results, see Appendix A.

The following figures illustrate the results of Step A scoring and analyses as presented to the PAG on April 13, 2022. Starting with **Figure 6**, corridor scores are presented, organized by goal. It should be noted that only the top 20 corridors are shown within these figures unless there was a tie score, increasing the number of top performing corridors beyond 20. **Figures 10** and **11**, summarize all scores by corridor. **Figure 14** illustrates the recommended PREMO Step A Initial Corridors. **Table 14** provides the scores for Step A by corridor.

Figure 6: Step A Score for the Mobility for All Goal

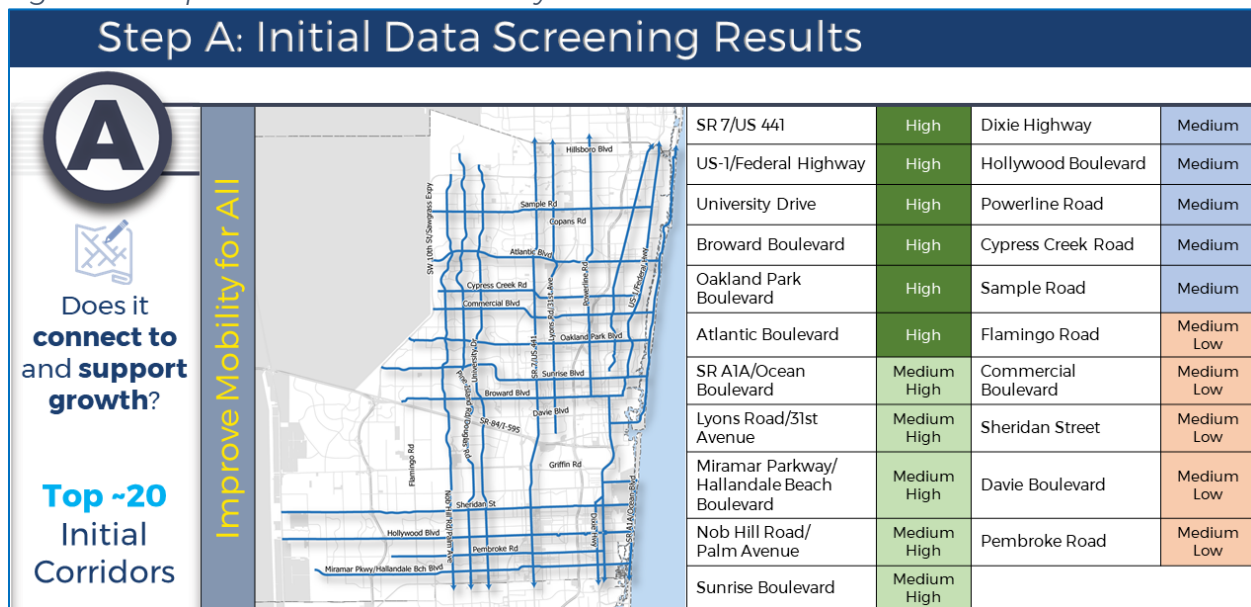


Figure 7: Step A Score for the Implement Equitable Solutions Goal

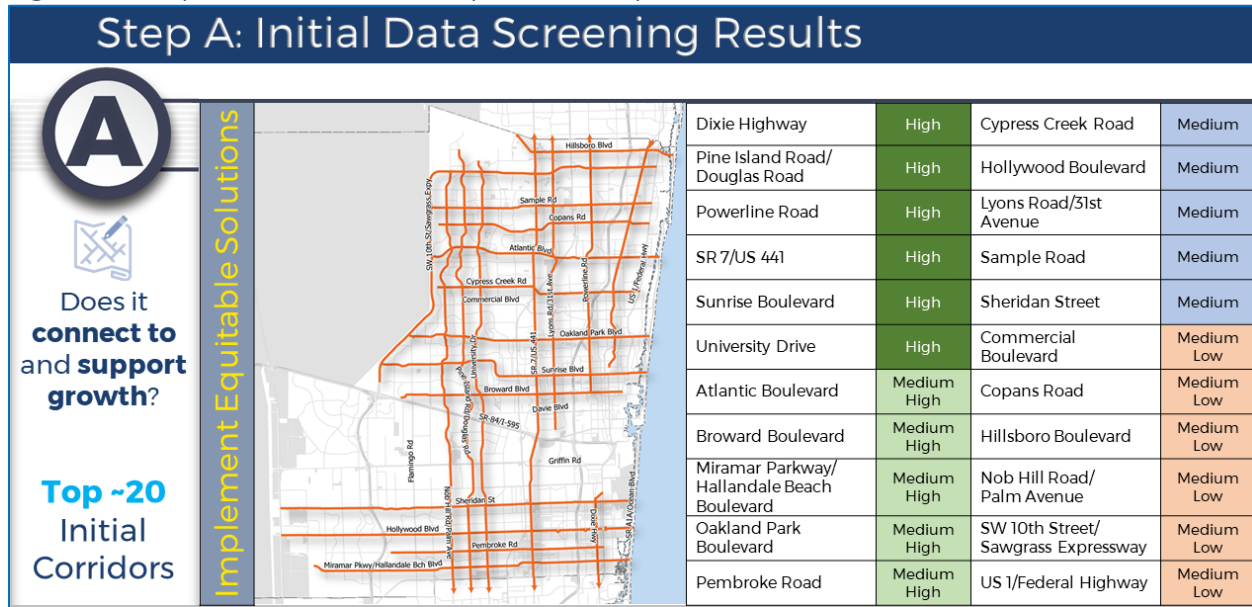


Figure 8: Step A Score for the Serve Communities Goal

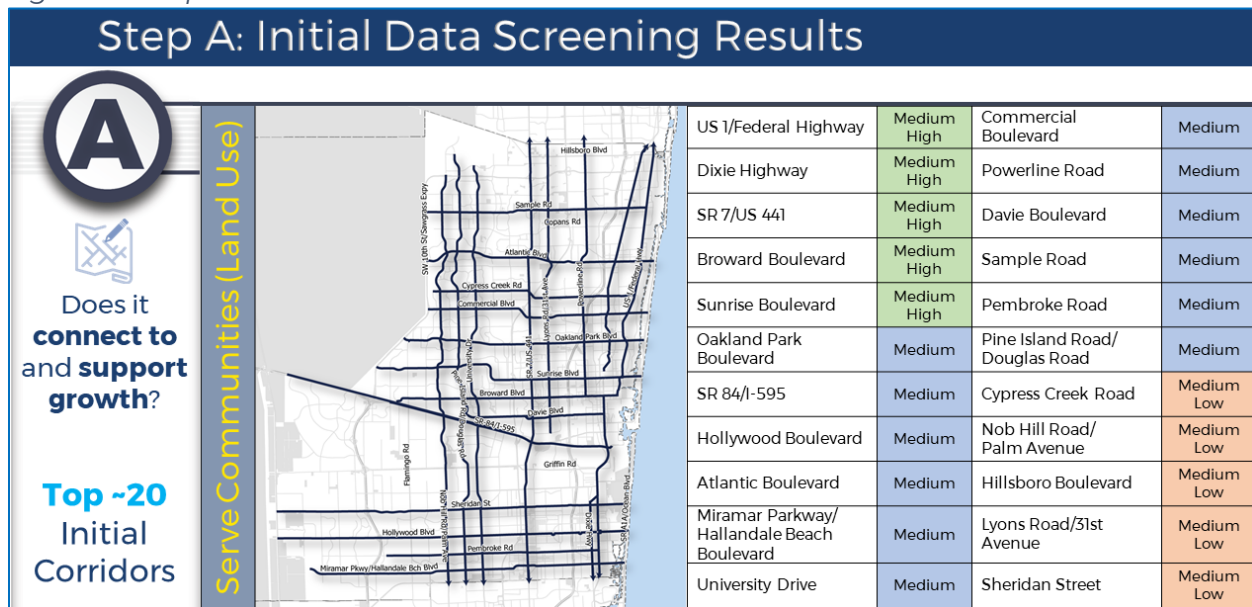


Figure 9: Step A Score for the Enhance Economic Development Goal

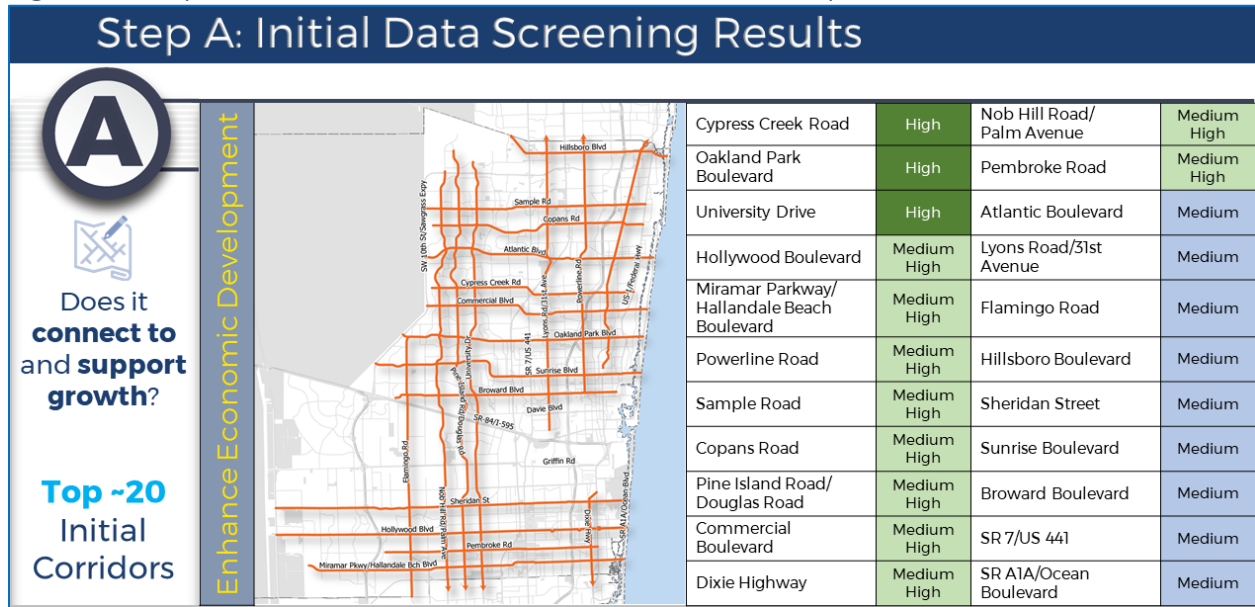


Figure 10: Step A Scoring Summary by Corridor

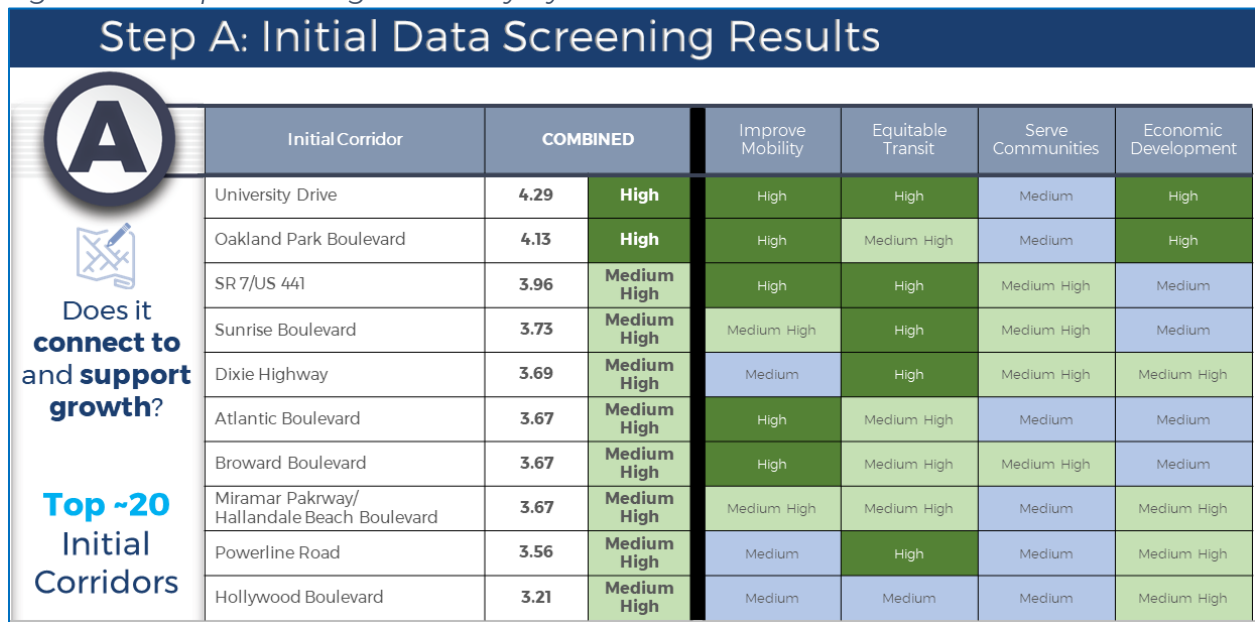


Figure 11: Step A Scoring Summary by Corridor (cont.)



Step A: Initial Data Screening Results							
  Does it connect to and support growth? Top ~20 Initial Corridors	Initial Corridor	COMBINED		Improve Mobility	Equitable Transit	Serve Communities	Economic Development
	Cypress Creek Road	3.19	Medium High	Medium	Medium	Medium Low	High
	US 1/Federal Highway	3.17	Medium High	High	Medium Low	Medium High	Medium Low
	Sample Road	3.02	Medium High	Medium	Medium	Medium	Medium High
	Lyons Road/31st Avenue	2.96	Medium	Medium High	Medium	Medium Low	Medium
	Pine Island Road/Douglas Road	2.92	Medium	Low	High	Medium	Medium High
	Pembroke Road	2.85	Medium	Medium Low	Medium High	Medium	Medium High
	Nob Hill Road/Palm Avenue	2.81	Medium	Medium High	Medium Low	Medium Low	Medium High
	Commercial Boulevard	2.44	Medium	Medium Low	Medium Low	Medium	Medium High
	Sheridan Street	2.40	Medium	Medium Low	Medium	Medium Low	Medium
SR A1A/Ocean Boulevard	2.21	Medium	Medium High	Low	Medium Low	Medium	

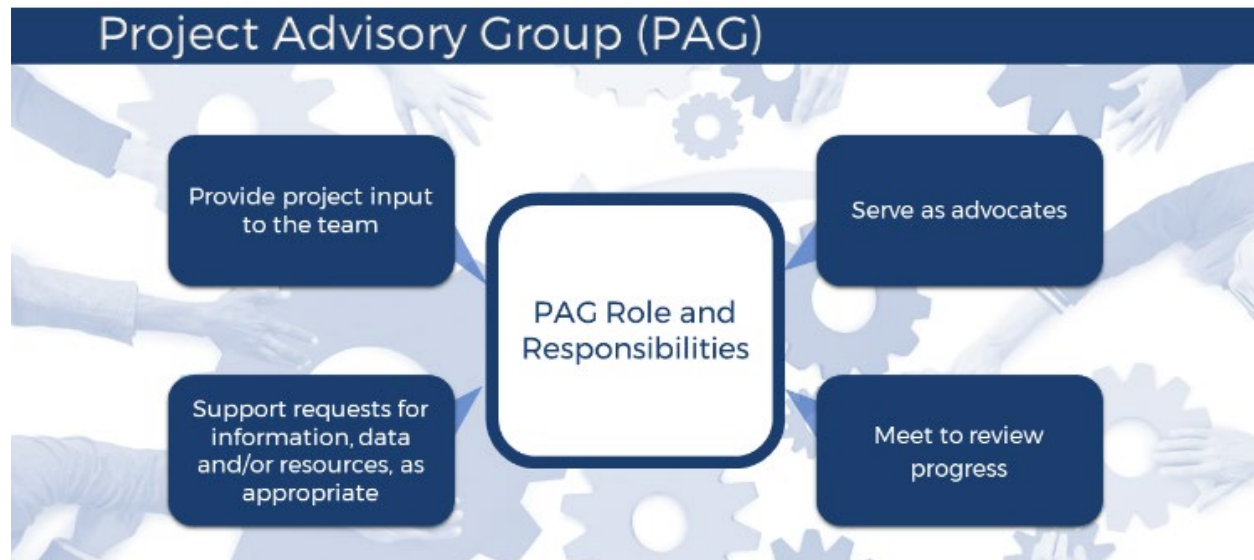
Table 3: Step A Corridor Evaluation Results

Corridor	Mobility	Equity	Communities	Economic Development	Average	Rating
Atlantic Boulevard	500	400	267	300	367	Medium High
Broward Boulevard	500	400	317	250	367	Medium High
Commercial Boulevard	200	200	250	325	244	Medium
Copans Road	100	200	150	350	200	Medium
Cypress Creek Road	300	300	200	475	319	Medium High
Davie Boulevard	200	100	233	200	183	Medium Low
Dixie Highway	300	500	350	325	369	Medium High
Flamingo Road	200	100	133	275	177	Medium Low
Griffin	100	100	167	200	142	Medium Low
Hillsboro Boulevard	100	200	183	275	190	Medium Low
Hollywood Boulevard	300	300	283	400	321	Medium High
Lyons Road/31st Avenue	400	300	183	300	296	Medium
Miramar Pkwy/Hallandale Bch Blvd	400	400	267	400	367	Medium High
Nob Hill Road/Palm Avenue	400	200	200	325	281	Medium
Oakland Park Boulevard	500	400	300	450	413	High
Pembroke Road	200	400	217	325	285	Medium
Pine Island Road/Douglas Road	100	500	217	350	292	Medium
Powerline Road	300	500	250	375	356	Medium High
Sample Road	300	300	233	375	302	Medium High
Sheridan Street	200	300	183	275	240	Medium
SR 7/US 441	500	500	333	250	396	Medium High
SR A1A/Ocean Boulevard	400	100	133	250	221	Medium
SR-84/1-595	100	100	300	225	181	Medium Low
Sunrise Boulevard	400	500	317	275	373	Medium High
SW 10th Street/Sawgrass Expressway	100	200	167	150	154	Medium Low
University Drive	500	500	267	450	429	High
US-1/Federal Highway	500	200	367	200	317	Medium High

3.1 Stakeholder Coordination

The PAG provides valuable collaboration and direction throughout development of PREMO (Figure 12). The study team worked with the PAG to present the information and discuss the results of the PREMO Step A analysis. The following outlines the comments received during the April 2022 PAG meeting in which the Step A recommended corridors were discussed.

Figure 12: PREMO Project Advisory Group Roles and Responsibilities



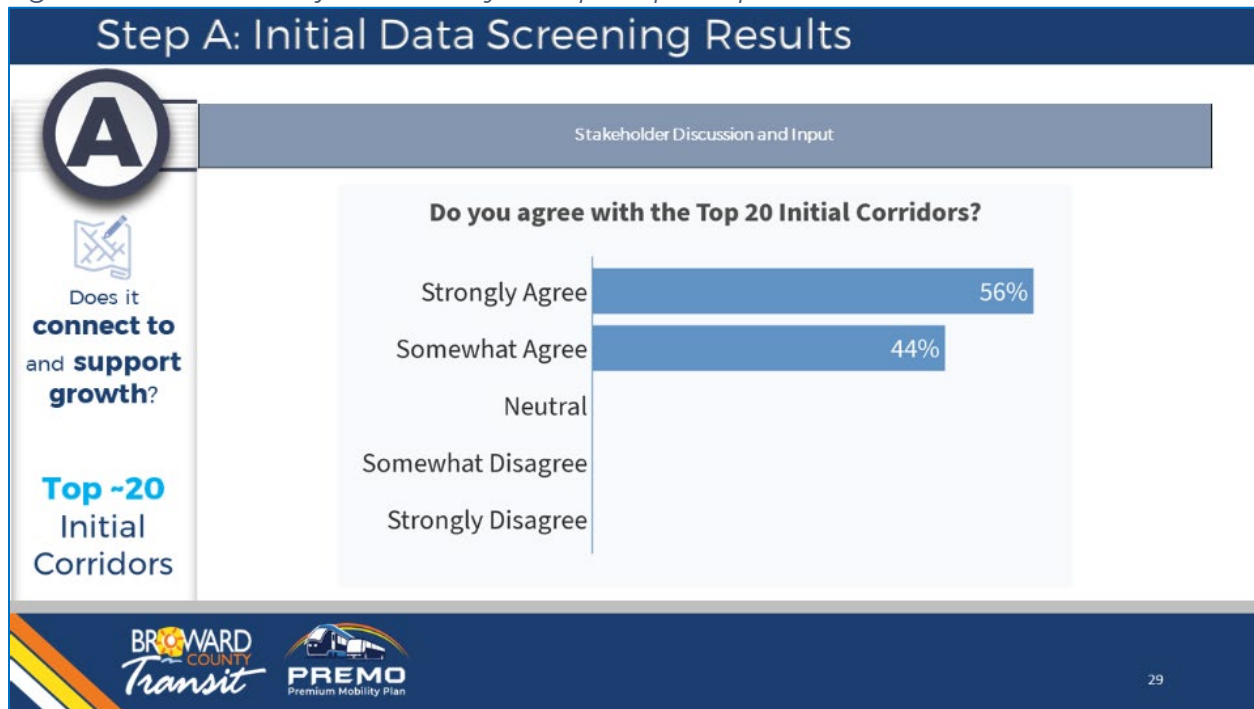
The Step A information was presented to the PAG for discussion and concurrence. A summary of this meeting, including the presentations given to the group, is provided in Appendix B.

The following is a summary of the questions and comments from this PAG discussion:

- The PAG discussed the basis of the scoring approach which is consistent with the FTA's CIG program scoring approach.
- The PAG discussed the process of analyzing each corridor in its entirety and how corridors may be combined into one project or split into multiple projects.
- The PAG discussed the absence of Hillsboro Boulevard and Copans Road which missed the top 20 by a small margin.

Following the discussion, the PAG was asked if they agree with the corridors recommended to advance to Step B. All responses were "Agree" or "Somewhat Agree" (Figure 13).

Figure 13: PREMO Project Advisory Group Step A Input



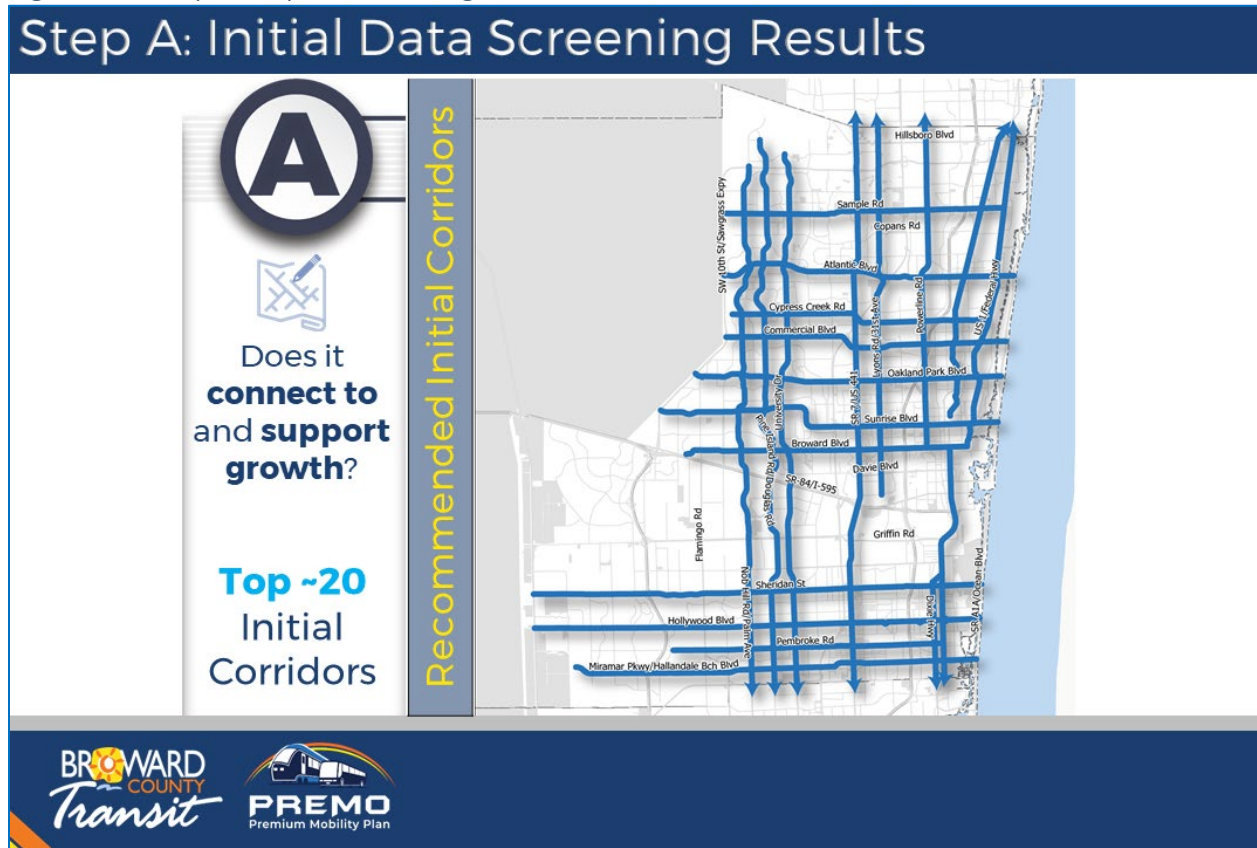
4. Step A Initial Corridors

Summarized below are the PREMO Initial Corridor recommendations for the top 20 performing corridors as determined by the evaluation process described above (Table 15 and Figure 14). These corridors will advance to Step B and undergo a further refinement as part of the development of PREMO.

Table 4: Step A Top Performing Corridors

Corridor	Average	Rating
University Drive	4.29	High
Oakland Park Boulevard	4.13	High
SR 7/US 441	3.96	Medium High
Sunrise Boulevard	3.73	Medium High
Dixie Highway	3.69	Medium High
Atlantic Boulevard	3.67	Medium High
Broward Boulevard	3.67	Medium High
Miramar Pkwy/Hallandale Bch Blvd	3.67	Medium High
Powerline Road	3.56	Medium High
Hollywood Boulevard	3.21	Medium High
Cypress Creek Road	3.19	Medium High
US-1/Federal Highway	3.17	Medium High
Sample Road	3.02	Medium High
Lyons Road/31st Avenue	2.96	Medium
Pine Island Road/Douglas Road	2.92	Medium
Pembroke Road	2.85	Medium
Nob Hill Road/Palm Avenue	2.81	Medium
Commercial Boulevard	2.44	Medium
Sheridan Street	2.4	Medium
SR A1A/Ocean Boulevard	2.21	Medium

Figure 14: Step A Top Performing Corridors



Appendix A: Step A Analysis Results



Appendix B: April 2022 Project Advisory Committee Meeting Materials
