Arterial Connectivity Study along I-595 Corridor

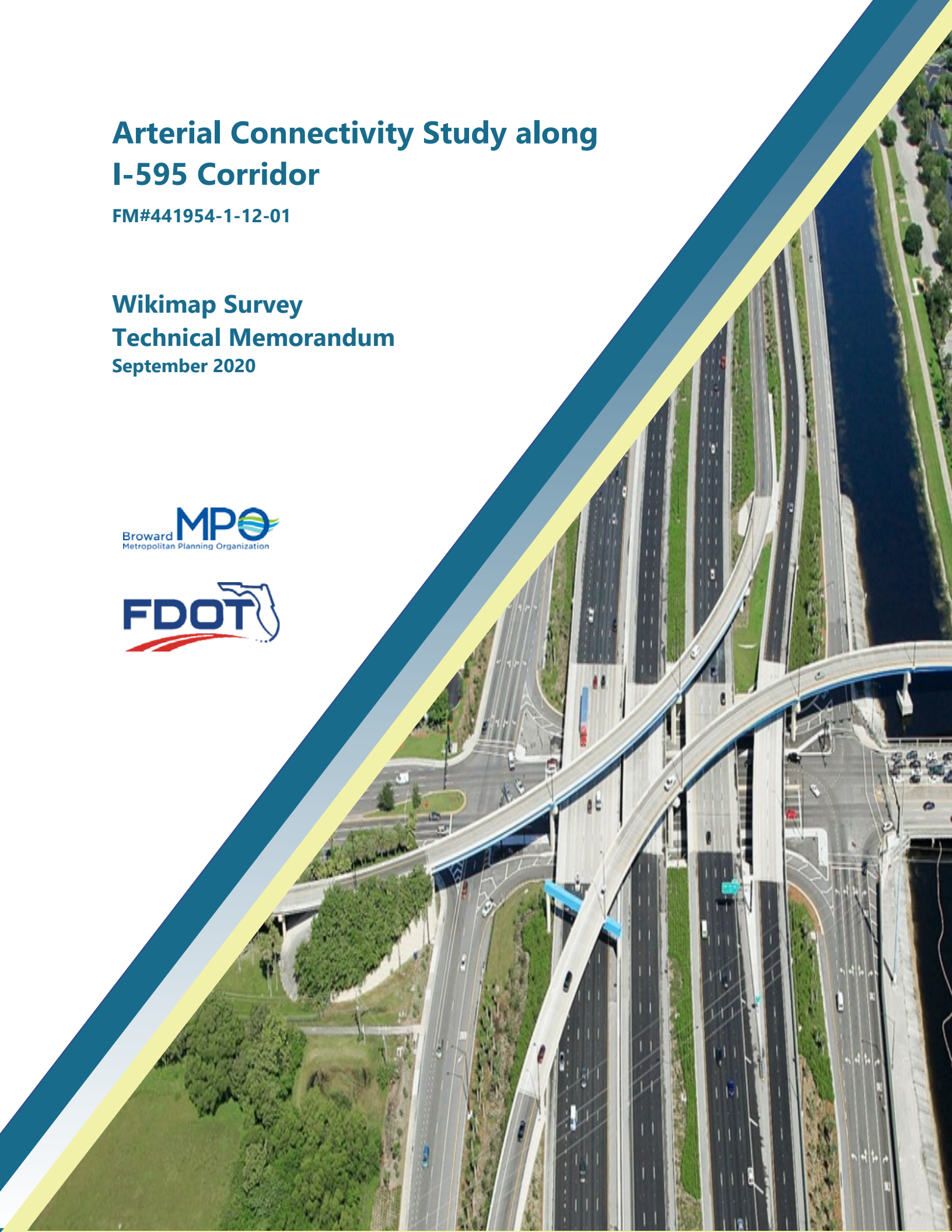
FM#441954-1-12-01

Wikimap Survey
Technical Memorandum

September 2020

Broward MPO
Metropolitan Planning Organization

FDOT



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Wikimap Survey Technical Memorandum

Prepared for:

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September 2020

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

1. STUDY OVERVIEW

1.1 Introduction

The Broward Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) have partnered to complete a study of the north-south arterials that cross I-595 and SR 84, from west of SW 136th Avenue to east of SR 7 / US 441 in central Broward County, Florida. The focus of the Arterial Connectivity Study along I-595 Corridor is to address congestion along the eight major north-south arterials, enhance safety, and improve connectivity for all modes of travel.

The north-south arterial interchanges with I-595 and SR 84 provide valuable connections to the regional roadway network and serve as gateways to the communities along I-595. While I-595 provides important regional roadway access to and from the study area, the interstate also acts as a physical barrier and constraint, limiting north-south movement, property access and options for arterial improvements. Many intersections along the north-south study roadways and along SR 84 are congested and act as bottlenecks for north-south travel and impede access to and from I-595 and SR 84.

This study will identify implementable strategies that will improve mobility for all users and accommodate expected future growth in population and development within the study area. Strategies that will be examined include roadway infrastructure improvements, land use strategies, bicycle, pedestrian and transit facility improvements. In addition, strategies will be developed to improve continuity of the New River Greenway with safe and convenient crossings on the north-south arterials.

From December 2019 through March 2020, the study team received input through a set of initial stakeholder meetings with representatives from adjacent municipalities, and presentations to the Broward MPO Board and committees. Based on input from those meetings the study team decided to prepare, advertise, and conduct an online public survey.

A web-based interactive mapping tool known as Wikimap was selected to conduct the online survey. The goal of the survey was to obtain input from the public and all types of transportation users regarding problems and needed transportation improvements in the study area. An online Wikimap public survey was conducted from July 1, 2020 to August 10, 2020 to help identify problem areas and needed improvements within the study area. This technical memorandum serves to summarize the efforts taken to develop and promote the survey and reports the survey results.

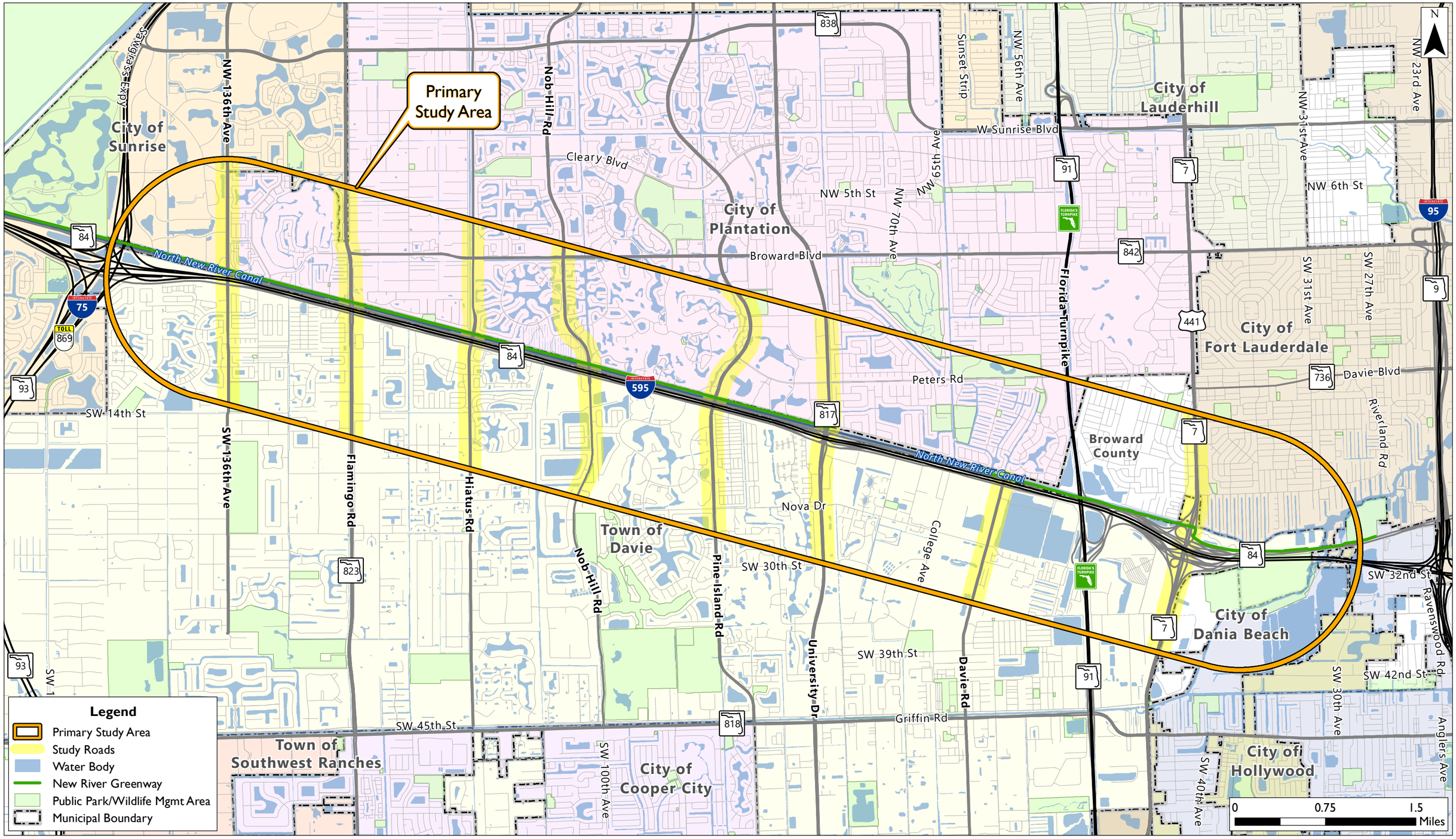
1.2 Study Area

The study area is in central Broward County, Florida along the I-595 and SR 84 corridor, between SW 136th Avenue and SR 7/US 441. The study limits extend approximately one mile north and one mile south of I-595 and include the eight north-south arterials that cross I-595 and SR 84. The primary study area and roadways are shown in Figure 1.

Below is a list of the primary study roadways along with the approximate limits on each.

- SW 136th Avenue from north of NW 8th Street to north of SW 14th Street
- Flamingo Road / SR 823 from south of NW 8th Street to south of SW 15th Place
- Hiatus Road from north of Broward Boulevard to south of SW 16th Street / S Harmony Lake Circle
- Nob Hill Road from Broward Boulevard to SW 22nd Court
- Pine Island Road from SW 3rd Street to south of Nova Drive
- University Drive / SR 817 from Federated Road to SW 30th Street
- Davie Road from I-595 / SR 84 to Broward College entrance / SW 35th Street
- SR 7 / US 441 from SW 16th Street to Powells Road
- SR 84 eastbound and westbound from I-75 to I-95

The Wikimap survey was setup to allow comments to be placed for any location on the map within the boundaries of the ACS study area. Highlighting was added to the arterials in the Wikimap survey to show where comments were being requested.



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Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Study Area

Figure 1

1.3 WikiMap Online Survey

As part of the stakeholder activities for the Arterial Connectivity Study along I-595 Corridor, it was determined that additional feedback from those who live, work, and travel throughout the study area would be beneficial. This feedback would help the study team in assessing existing deficiencies and developing improvement recommendations. An online survey was recommended as the most efficient way to obtain input from a large number of transportation users within a large study area, and to obtain the specific type of information sought regarding transportation needs. Online surveys allow for the survey webpage link to be shared quickly and easily, with a large number of people, and through multiple methods such as social media, email, or partner agency and local government websites.

Instead of a traditional online survey consisting of only a series of questions, it was determined that a survey incorporating specific location information within the study area would be most beneficial. As such, a web-based, interactive mapping tool known as WikiMapping was selected to allow participants the ability to place points on a map of the study area in locations where they see a need for transportation improvements.

Once configured, the WikiMap survey provided users with a series of point options categorized by transportation modes, as well as a drop-down box to select commonly occurring issues and the ability to leave comments further describing a need or deficiency at a given location. Participants also had the option to provide additional information including email address, home ZIP code, and/or work ZIP code. Additional information about the features and development of the WikiMap survey is described in Section 2.

The WikiMap survey was open to receive input from the public from July 1, 2020 to August 10, 2020. The outreach efforts are described in Section 3, and a summary of results is provided in Section 4. Section 5 describes key takeaways from the survey and

next steps regarding how the survey results are being utilized as part of the Arterial Connectivity Study along I-595 Corridor.

2. SURVEY DEVELOPMENT AND METHODOLOGY

2.0 Survey Development

Wikimapping is an interactive mapping tool that allows users to draw specific points or lines on a map and then enter comments and/or answer additional survey questions for each point or line. For purposes of the Arterial Connectivity Study along I-595 Corridor, the survey was developed with the intention to gather feedback from the public regarding all types of transportation concerns along the I-595 corridor. As the survey was developed the project team coordinated with FDOT and Broward MPO staff to get their feedback on the map features, which were tailored to make it as easy as possible to use, and attractive for participants. The study area was highlighted to show where comments were desired on the map, and types of comments were represented as point types that could be selected.

The interactive map was configured to allow participants to place a point on a specific intersection or area within the project study area and provide a comment to indicate what their concern was. In addition, a drop down list of subcategories was provided for each point type to make it easy for someone to further describe the issue or need, and the entry of additional information such as email address, was setup to be optional instead of required. The project team also determined that it would be beneficial for participants to be able to view the other points and comments placed by other participants, so that feature was activated. The feature that enables participants to comment on each other's comments was not enabled. This was done to avoid potential comments that disputed other comments.

2.1 Survey Features and Methodology

Upon accessing the survey link, respondents were greeted by a "Welcome" pop-up window. The survey opening screen is shown in Figure 2. This pop-up window instructed a participant to add points to the map to help identify transportation challenges in the study area. Participants were also given step-by-step instructions for how to enter a point. Figure 3 shows a zoomed-in view of the "Welcome" pop-up window with these instructions.

Just below the instructions in the "Welcome" pop-up window, assistance with the survey via telephone was offered in three different languages:

- Spanish
- Creole
- Portuguese

The survey instructions were provided in English on the website. Therefore, bi-lingual staff were made available by phone to translate and guide participants through the survey in Spanish, Creole, or Portuguese. Staff were available Monday through Friday between 8:00 AM and 5:00 PM to assist by phone throughout the duration of the survey; however, no assistance was requested.

Figure 2: Survey Opening Screen

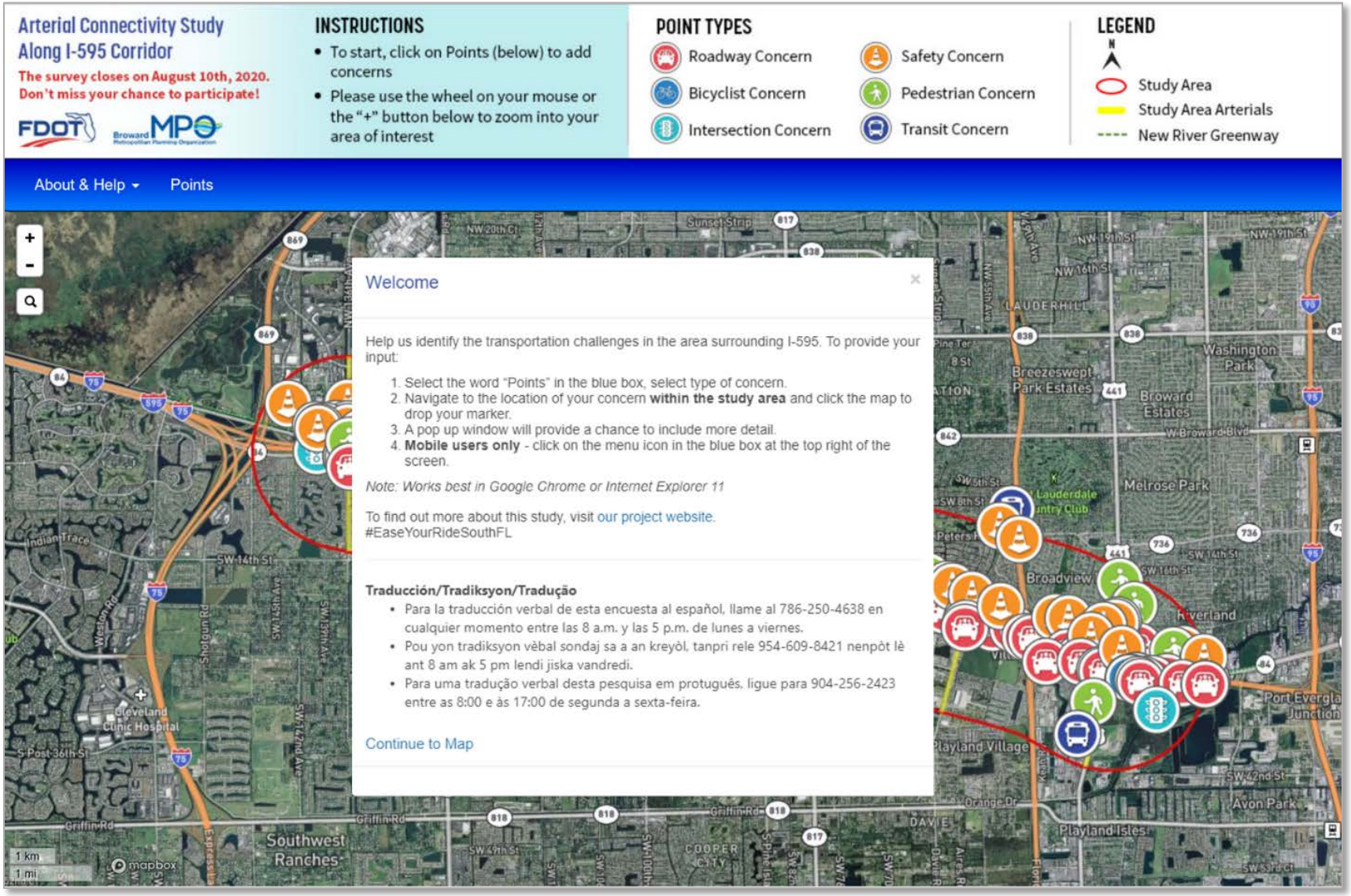
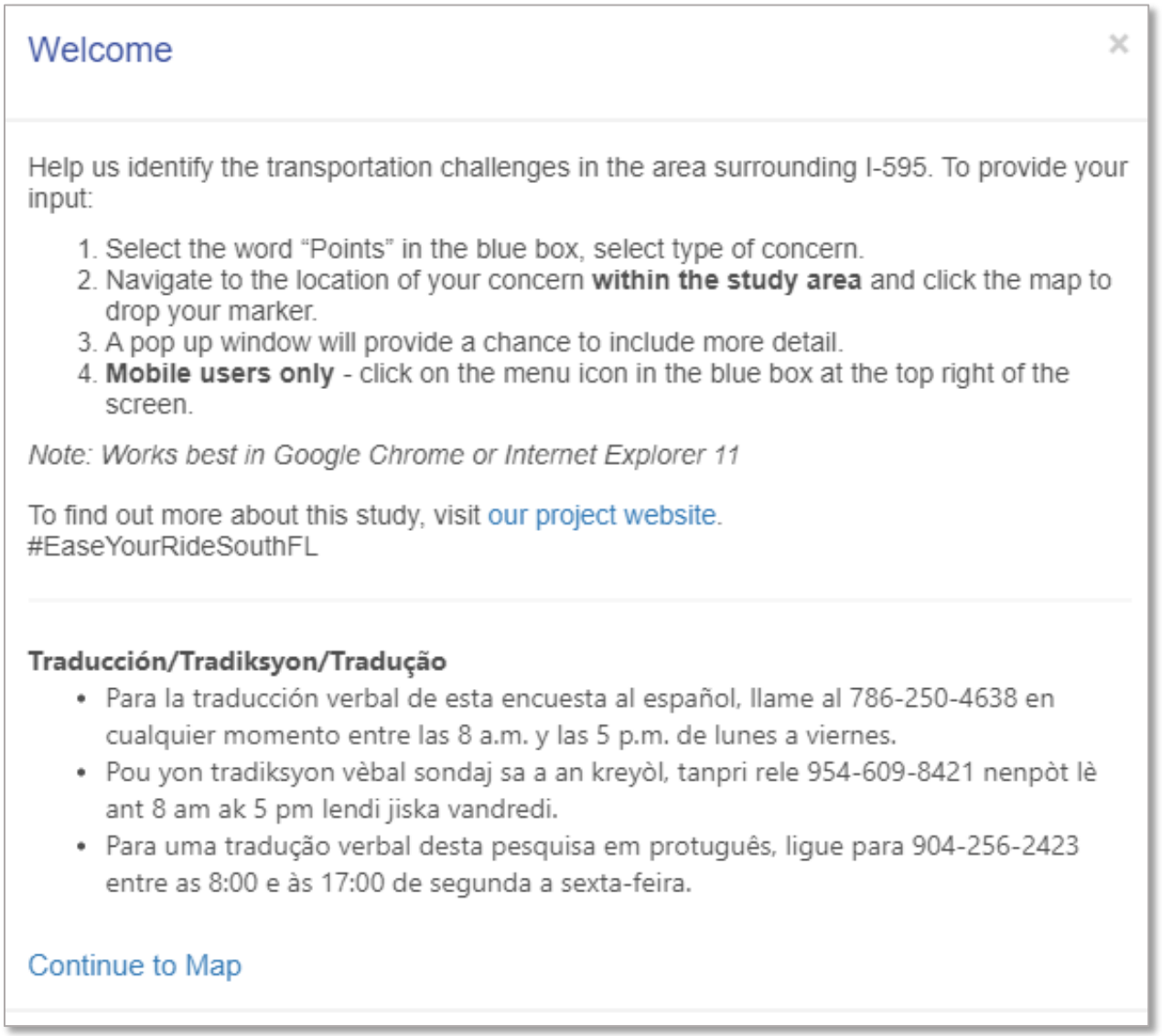


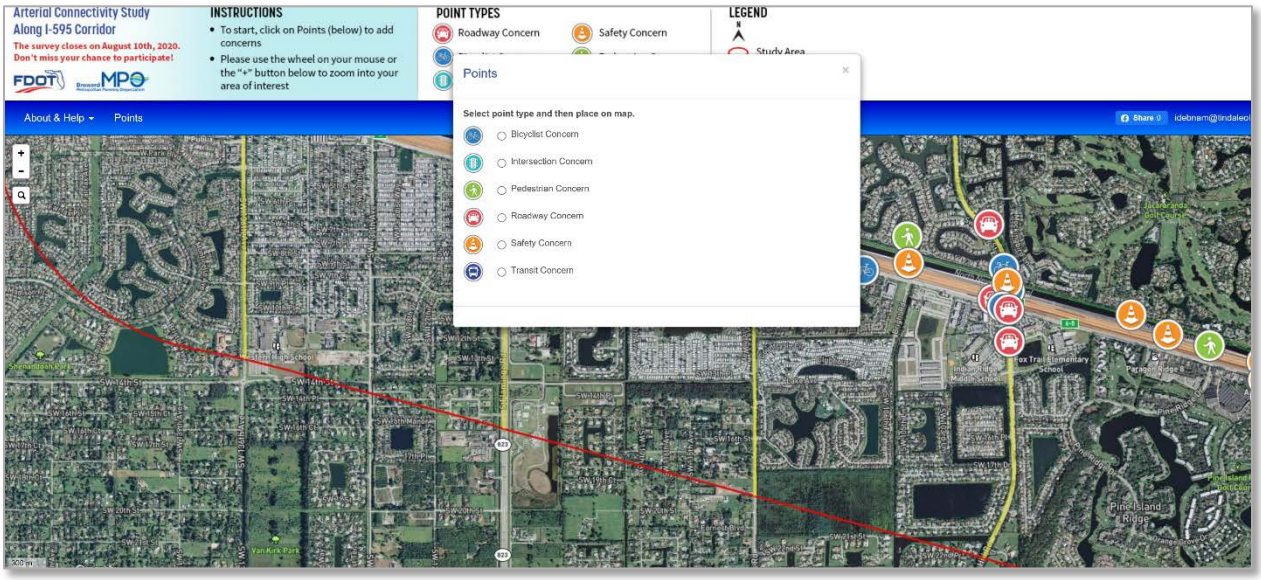
Figure 3: Survey Welcome Window



Six types of concerns or points, which are shown in Figure 4, were available to choose from, they were:

1. Roadway Concerns,
2. Bicyclist Concerns,
3. Intersection Concerns,
4. Safety Concerns,
5. Pedestrian Concerns, and
6. Transit Concerns.

Figure 4: Survey Points Menu



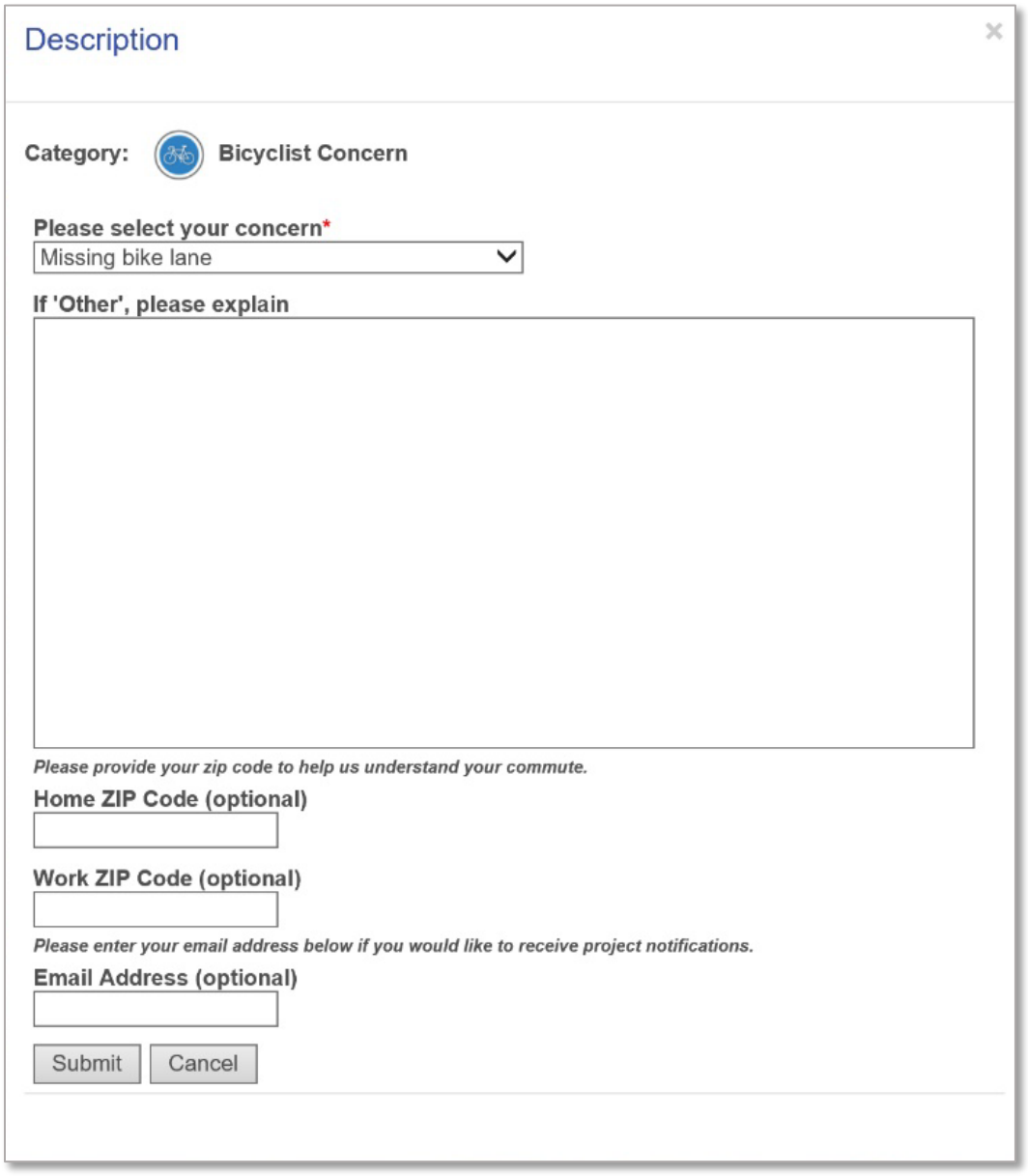
Once a point was placed on the map, the respondent then had the option to choose a concern subcategory from a dropdown list. These are outlined in Table 1.

Table 1: Survey Needs Categories and Subcategories

Categories	Subcategories
Bicyclist Concern	Missing Bike Lane Do Not Feel Comfortable Using Bike Lane Bike Lane or Path Condition
Intersection Concern	Spend Too Much Time at Traffic Signal Turn Lane Backs Up and Blocks Traffic Poor Visibility
Pedestrian Concern	Missing Sidewalk Sidewalk Condition Pedestrian Crossing Concern
Safety Concern	Unsafe Conditions for Motorists Unsafe Conditions for Bicyclists or Pedestrians Poor Visibility
Roadway Concern	Congested Area Missing or Confusing Signs Poor Physical Roadway Condition
Transit Concern	Bus Stop is Difficult to Access Bus Shelter and Bench Needed Bus Stop Location Should Be Moved

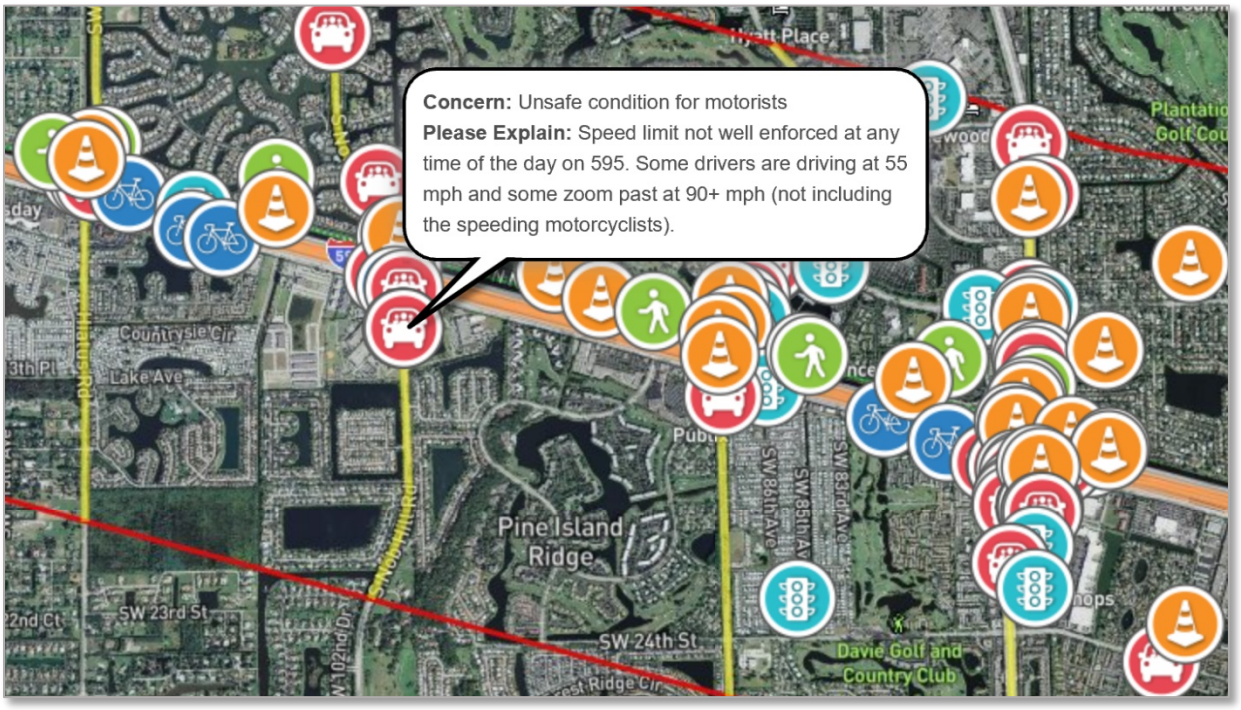
As shown in Figure 5, respondents also had the option to select "other" and to add a comment if they did not want to select one of the three pre-populated subcategories in the dropdown box. Also included was the option for a participant to enter their home ZIP code and/or work ZIP code to provide more information regarding their commute. Respondents were also given the option to provide an email address if they were interested in receiving future project notifications.

Figure 5: Survey Response Window



Participants were able to explore the map and click on any point on the map to read comments from the other survey respondents. Each category shown in Table 1 appeared on the map application with a different icon so that respondents reviewing other points could easily differentiate between them. Figure 6 shows how an example concern and comment could be viewed by other participants.

Figure 6: Example Concern with Comment



3. PUBLIC OUTREACH AND PROMOTION OF THE SURVEY

The WikiMap survey's success relied not only on a well-designed survey, but also on an effective public outreach campaign. The goal of the outreach campaign was to make all types of transportation users within the study area aware of the survey and encourage them to provide input using efficient outreach methods. The outreach campaign started with a demographic analysis to better understand the study area target audience and provide appropriate assistance for survey participation. The following sections detail the demographic analysis and the public outreach campaign approach used to reach the target audience.

3.1 Demographic Analysis

A demographic analysis was conducted for the study area using the Environmental Protection Agency's (EPA) new environmental justice mapping and screening tool called EJSCREEN. The purpose of the demographic analysis was to develop an understanding of the population characteristics of the Arterial Connectivity Study along I-595 Corridor study area and help design the public outreach campaign for the online WikiMap survey.

The EJSCREEN tool uses American Community Survey (ACS) data. The ACS 5-Year Estimates data for years 2013 through 2017 was specifically used for this analysis. The demographic data was geographically selected using the study area limits and included a half mile buffer beyond the study area limits. Once the study area was defined using the EJSCREEN tool, the data was aggregated by the tool based on appropriate portions of the intersecting U.S. Census Bureau block groups, weighted by population, to create a representative set of data for the study area averaged over all residents estimated to be inside the buffer.

The EJSCREEN tool does not include information regarding technology access, so to evaluate information regarding potential technology access for people living within the study area, direct ACS data from the U.S. Census Bureau was used. The ACS data was used to estimate computer ownership and broadband internet access for the population within the study area. The supplemental analysis compared ACS data on computer ownership and broadband internet access figures for the cities or Census-designated places within the study area, to the rest of Broward County as the community of comparison.

3.1.1 Analysis Results

The demographic analysis includes race and ethnicity, age, education level, language proficiency, and housing occupancy, as well as computer ownership and broadband internet access. The characteristics of the population that lives within the study area as well as for Broward County are summarized in Table 2 and discussed further in the paragraphs following Table 2.

Table 2: Study Area Demographics

Characteristic	Study Area	Broward County
Total Population (2018 Estimate)	112,505	1,909,151
Minority Population	52%	62%
Black	9%	28%
Hispanic	37%	28%
Age		
Population over 18	79%	78%
Population over 65	14%	16%
Education (population over 25 by educational attainment)		
Less than 9th Grade	4%	5%
9th – 12th Grade, No Diploma	5%	6%
High School Graduate	25%	27%
Some College, No Degree	28%	30%
Associate Degree	10%	10%
Bachelor's Degree or More	38%	31%
Language Proficiency		
Population over age 5 with limited English proficiency	17%	16%
Linguistically Isolated Households		
Speak Spanish	78%	62%
Speak Other Indo-European Languages	11%	31%
Speak Asian-Pacific Island Languages	7%	5%
Speak Other Languages	4%	2%
Occupied Housing Units by Tenure		
Owner Occupied	68%	62%
Renter Occupied	32%	38%

SOURCE: American Community Survey 5 Year Estimates, 2013-2017

Race and Ethnicity

The study area has a lower percentage of minority populations (52%) as compared to Broward County (62%). Although the study area and Broward County have a majority white population, the study area has a higher percentage of Hispanic residents (37%) as compared to Broward County (28%). The study area's largest minority population is Hispanic, and the overall composition differs from Broward County with near equal shares of Black (28%) and Hispanic (28%) minority populations. Both the study area and Broward County have equal percent Asian minority populations (4%).

Age

The age groups for the study area's population mirrors that of Broward County as a whole. The percentage of residents over 18 in the study area (79%) closely matches Broward County (78%). Approximately 14% of study area residents are over age 65 as compared to 16% in Broward County.

Education

Most residents in the study area (76%) and in Broward County (71%) have some college education, with 48% receiving an Associate Degree or higher as compared to 41% in Broward County. The study area has a lower percentage of residents with only a High School Diploma (25%) as compared to Broward County (27%). The study area also has a slightly higher percentage of residents with bachelor's degree or higher educational attainment (38%) as compared to Broward County (31%).

Language Proficiency

Within the study area, approximately 17% of residents over age 5 speak English "less than very well", which is similar to Broward County (16%). Of linguistically isolated households within the study area, the majority (78%) speak Spanish, which is higher than in Broward County (62%) as a whole. The study area also has a higher percentage of linguistically isolated households that speak Asian-Pacific Island Languages (7%) as compared to all of Broward County (5%). The study area population has a lower percentage who speak other Indo-European languages (11%), which include Haitian Creole, as compared to Broward County (31%) as a whole. English is the predominant language spoken at home within the study area (58%) as in Broward County (60%).

Of the languages spoken within the study area other than English, the top three languages spoken within the study area include Spanish, Haitian Creole, and Portuguese. Therefore, when arranging for translation assistance for the survey,

consultant staff were identified to be on-call during the survey to assist users with translation of the survey from English into each of these three languages.

Occupied Housing Units by Tenure

Most residents within the study area own their homes as compared to renting them. The study area's housing is 62% owner occupied, which is similar to Broward County's 68% owner occupancy. A slightly higher percentage of renters (38%) live within the study area as compared to the entire county.

Technology Access

Technology access was determined by analyzing the demographic data for the cities and Census Designated Places (CDP) within the study area, including Broadview Park CDP, the Town of Davie, the City of Plantation, the City of Sunrise, and the City of Fort Lauderdale. Two main data points were used in the analysis: 1) the percentage of households with a computer, and 2) the percentage of households with a broadband internet subscription. For each town, city, or CDP, these household technology access measures were compared to the household technology access percentages for Broward County. The percentages for the study area and for Broward County are summarized in Table 3.

Table 3: Study Area Technology Access

Characteristic	Sunrise	Plantation	Davie	Broadview Park CDP	Fort Lauderdale	Broward County
Households with a computer (2014-2018)	92%	95%	94%	79%	90%	92%
Households with broadband internet access (2014-2018)	75%	87%	89%	74%	81%	83%

SOURCE: American Community Survey 5 Year Estimates, 2014-2018

In Broward County, nearly 92% of households have a computer, and nearly 83% have broadband internet access. Within all five city, town, or CDP limits, the percentage of

households with a computer and with broadband internet access was within 10% of the Broward County household percentages. Broadview Park CDP had the lowest household computer ownership (78%) and broadband internet access (74%), while the Town of Davie had the highest computer ownership (94%) and broadband internet access (89%).

Conclusions

Following the demographic analysis, the study team concluded that population characteristics of the study area are similar to those of Broward County, and that an online marketing campaign including eblasts and social media marketing would be an effective strategy to reach the target audience within the study area. The percentage of households with computer and broadband internet is sufficiently high to avoid excluding large portions of the study area population. Additionally, coordination with the Broward MPO reinforced the findings of the language proficiency analysis, and the study team concluded an option for assistance to complete the survey should be provided for the area's Spanish, Haitian Creole, and Portuguese speakers.

3.2 Public Outreach Campaign Methods

The public outreach campaign's goal was to notify transportation users in the study area about the online survey, and direct them to the online WikiMap survey to capture as many comments as possible. The strategy included the development of campaign messaging focused on the study area target audience, the development of electronic marketing materials that could be shared electronically or printed, and the establishment of study partners to assist in the distribution of the survey advertising materials through a wide variety of means and methods.

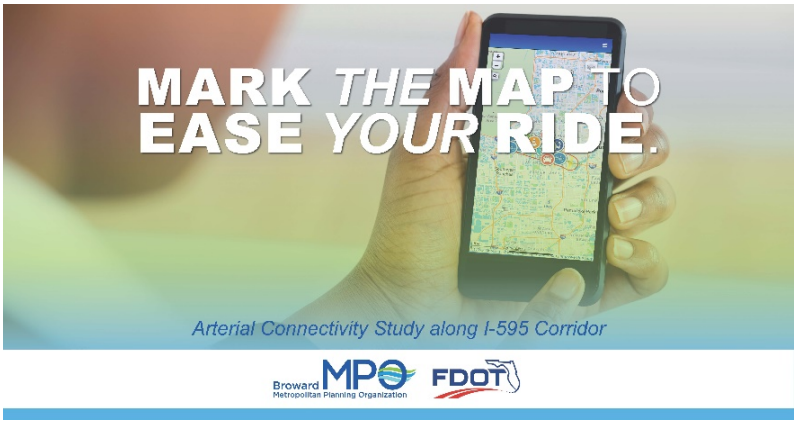
3.2.1 Campaign Messaging

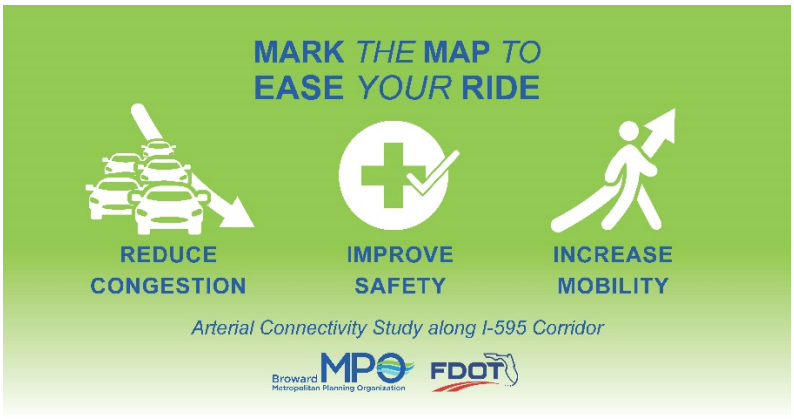
The study team evaluated options for campaign messaging before selecting the "Ease Your Ride South Florida" campaign message shown below.

> *Ease Your Ride South Florida*
>
> "Whether you prefer driving, riding, or walking, help us improve the way you move. Your opinion matters – be a part of the solution! Click here to tell us about your transportation challenges in the area surrounding I-595 in central Broward County: www.EaseYourRideSouthFL.com. #EaseYourRideSouthFL"

In addition, two graphics were created for advertising the survey and to accompany the message. The graphics are shown below in Figure 7.

Figure 7: Survey Advertisement Graphics





Following the selection of the campaign messaging, the study team purchased the web domain www.EaseYourRideSouthFL.com to establish an easy to remember redirect link for the public to access the WikiMap survey for the project.

3.2.2 Marketing Materials

Marketing materials were developed as part of the Ease Your Ride South Florida Campaign to share with project partners to assist in the promotion of the survey. The web domain redirect link was included on the project marketing materials as a web address and a QR code was included as well, for a quick and easy link on electronic, social media content, and for printed materials if a partner wished to make printed copies. Marketing materials used for the campaign included:

1) Study fact sheet
2) Survey advertisement flyer
3) Survey distribution assistance request email
4) Social media posting kit including content for Facebook, Twitter, LinkedIn, and Instagram
5) Eblast email message for partner distribution

A copy of these materials is included in Appendix A.

3.2.3 Partnerships with Local Organizations

In addition to the Broward MPO and the FDOT, District Four, the study team attempted to partner with Broward County, the four municipalities in the study area (City of Sunrise, Town of Davie, City of Plantation, and the City of Fort Lauderdale), and local schools (Broward College, Nova Southeastern University, and Florida Atlantic University). The study team asked contacts at each organization for assistance in promoting the survey on their websites, through their social media channels, through their own email

newsletters, and through their own internal email list serves. The following entities did partner with the study team to advertise the survey:

1. Broward MPO
2. FDOT, District Four
3. Broward County
4. City of Sunrise
5. Town of Davie
6. City of Plantation
7. City of Fort Lauderdale

Each was provided with the social media posting kit content including the graphics and messaging for the campaign. In addition to these organizations, two other organizations: the South Florida Chapter of the Women's Transportation Seminar (WTS), and the Southeast Florida User's Group for the Florida Standard Urban Transportation Modeling System (FSUTMS) distributed an email to their subscriber lists encouraging participation in the survey.

3.2.4 Outreach Efforts

The survey outreach efforts were focused on using existing communication channels between the partner organizations within the study area and their community residents. Through this approach, the campaign message and opportunity to participate in the survey via the link in the marketing materials or the website (www.EaseYourRideSouthFL.com) was distributed by all seven of the partner organizations. Although Broward College, Nova Southeastern University, and Florida

Atlantic University were contacted, they did not actively participate in disseminating the survey information.

Limitations exist in measuring the number of contacts reached through the partner organizations. For example, the study team was not able to determine the number of unique potential participants reached because a single area resident could be on their city's email list and follow them on multiple social media channels. For this reason, outreach efforts are summarized in the table below by the number of contacts made using each outreach method, through one of the following methods:

1. Posted survey information on the organization's website – Broward County, Broward MPO, City of Fort Lauderdale, Town of Davie, and the City of Sunrise

2. Newsletter/Email – FDOT District 4, Broward County, Broward MPO, City of Fort Lauderdale, Town of Davie, City of Plantation, and the City of Sunrise

3. Social media (LinkedIn, Twitter, Facebook, etc.) – FDOT District 4, Broward County, Broward MPO, City of Fort Lauderdale, Town of Davie, City of Plantation, and the City of Sunrise

4. Distributed in Meeting Agenda Packages – Broward MPO

Additionally, an email invitation to participate in the survey and share the link on behalf of FDOT District 4 was sent to a contact list of 20 other organizations in the study area. This email was sent to nine (9) school principals within the study area, five (5) chambers of commerce, five (5) study area homeowners' organizations, and the Florida 595 Truck Stop management in the study area.

The totals in Table 4 represent the total number of potential contacts made by each of the partners using these different outreach methods.

Table 4: Partner Organization Outreach Effort Summary

Organization	Website	Newsletters/ Emails Sent	Facebook Followers	Twitter Followers	Instagram Followers	NextDoor Members	Totals
City of Fort Lauderdale	Yes	9,258	22,223	23,792	16,074	43,474	114,821
Town of Davie	Yes	7,000	6,829	2,932	2,599	23,187	42,547
City of Plantation	No	12,378	5,735	3,471	0	20,836	42,420
City of Sunrise	Yes	3,000	7,470	5,363	0	0	15,833
Broward MPO	Yes	2,301	7,135	2,477	1,260	0	13,173
FDOT District 4	No	20	2,220	5,860	400	0	8,500
Broward County	Yes	5,600	5,600	21,000	0	0	32,200
WTS	No	2,000	0	0	0	0	2,000
South Florida FSUTMS Users Group	No	40	0	0	0	0	40
TOTALS:		41,597	57,212	64,895	20,333	87,497	271,534

As shown in Table 4, approximately half of the organizations offered a link to the survey on their own organization's website, and all the partner organizations had email lists, which were used to send out over 40,000 email invitations to take the survey. The social media channel with the largest reach was NextDoor, which was used to reach as many as 87,000 contacts, followed by Twitter (64,895), Facebook (57,212), and Instagram (20,333).

4. SUMMARY OF SURVEY RESULTS

4.1 Overview of Survey Activity

The WikiMap survey for the study was active from July 1, 2020 until August 10, 2020. During this period, the survey website was visited 1,035 times, and of these visits, an initial total of 316 responses in the form of points placed on the study area map were provided. After reviewing the data results, unique User ID Numbers were used to identify and remove duplicative responses in which a single user placed multiple points in the same location calling out the same need. Once these responses had been screened out, the WikiMap survey resulted in capturing the following information:

- 272 total points identifying a location with one of the six needs categories and a more specific subcategory of concerns
- 214 total points that also include free-form comments further describing the need or issue at the location
- 68 total responses with home or work ZIP codes to help identify high-level travel trends amongst survey respondents
- 21 total email addresses from survey respondents who would like to be kept informed of study information and activities in the future

4.1.1 Response Category Distribution

As noted previously, the WikiMap survey allowed for respondents to choose from six different needs categories when placing a point on the map: bicycle, intersection, pedestrian, roadway, safety, or transit. Figure 8 shows how the survey responses are distributed throughout these six major categories, and Table 5 shows how responses are further distributed within the subcategories. The roadway category was the most selected, with more than one-third (34%) of all points and comments received falling within this category. The transit category was the least selected, with just three total

responses (or 1% of the total). The subcategory selections are explored in greater detail later in Section 4, but it should be noted that many of the responses falling into the "other" subcategory include comments indicating that the response may have been applicable to one of the other pre-defined subcategories. A full list of the open-ended comments from the WikiMap survey can be found in Appendix B.

Figure 8: Breakdown of Survey Responses by Needs Category

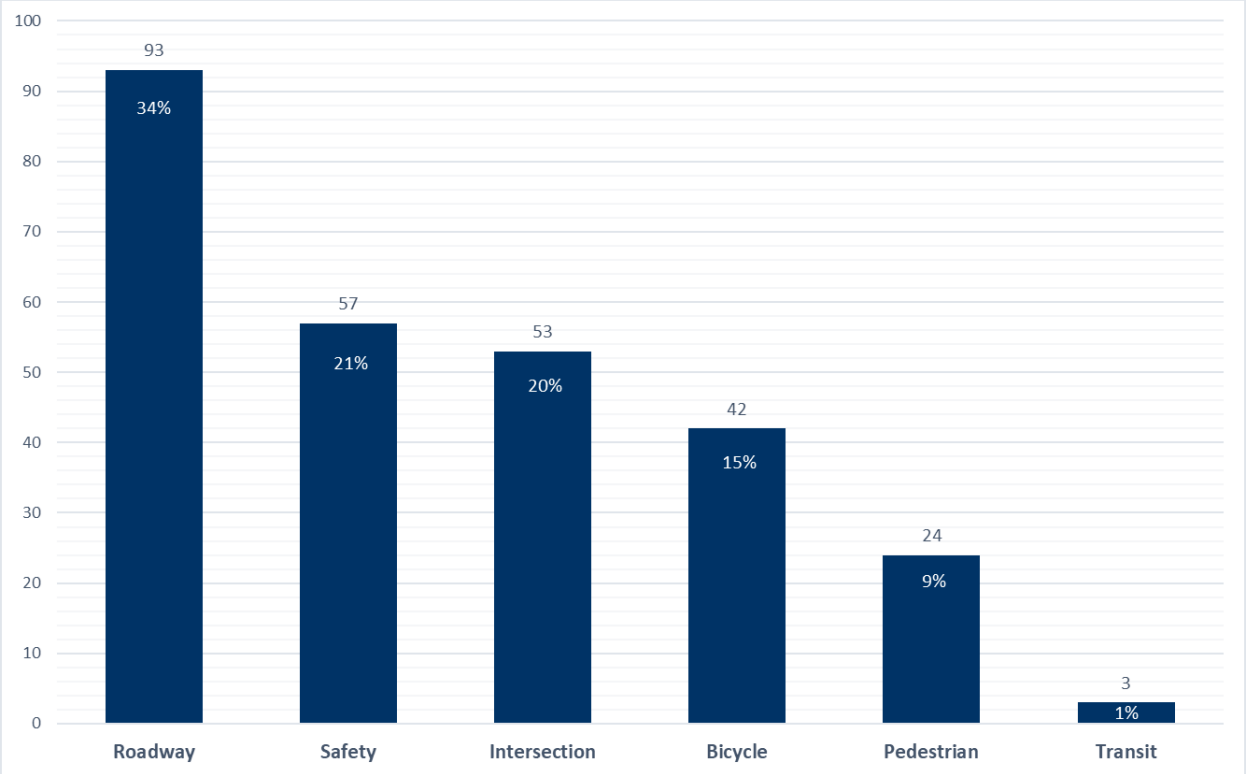


Table 5: Breakdown of Survey Responses by Needs Category and Subcategory

Needs Category	Number of Comments	Percent of Comments
Roadway	**93**	**34%**
Congested Area	71	76%
Other (please specify in the comment box below)	15	16%
Missing or confusing signs	6	7%
Poor physical roadway condition (pavement, markings, landscaping, driveways, etc.)	1	1%
Safety	**57**	**21%**
Unsafe condition for motorists	39	68%
Unsafe condition for bicyclists or pedestrians	12	21%
Other (please specify in the comment box below)	4	7%
Poor visibility	2	4%
Intersection	**53**	**20%**
Spend too much time at traffic signal	29	55%
Other (please specify in the comment box below)	14	26%
Turn lane backs up and blocks traffic	9	17%
Poor visibility	1	2%
Bicycle	**42**	**15%**
Missing bike lane	29	69%
Other (please specify in the comment box below)	9	22%
Do not feel comfortable using bike lane	3	7%
Bike lane or path condition (needs repainting or restriping, cleaning, etc.)	1	2%
Pedestrian	**24**	**9%**
Missing sidewalk	15	63%
Pedestrian crossing concern	6	25%
Other (please specify in the comment box below)	2	8%
Sidewalk condition (needs maintenance, not wide enough, etc.)	1	4%
Transit	**3**	**1%**
Other (please specify in the comment box below)	2	67%
Bus shelter and bench needed	1	33%
Total	**272**	**100%**

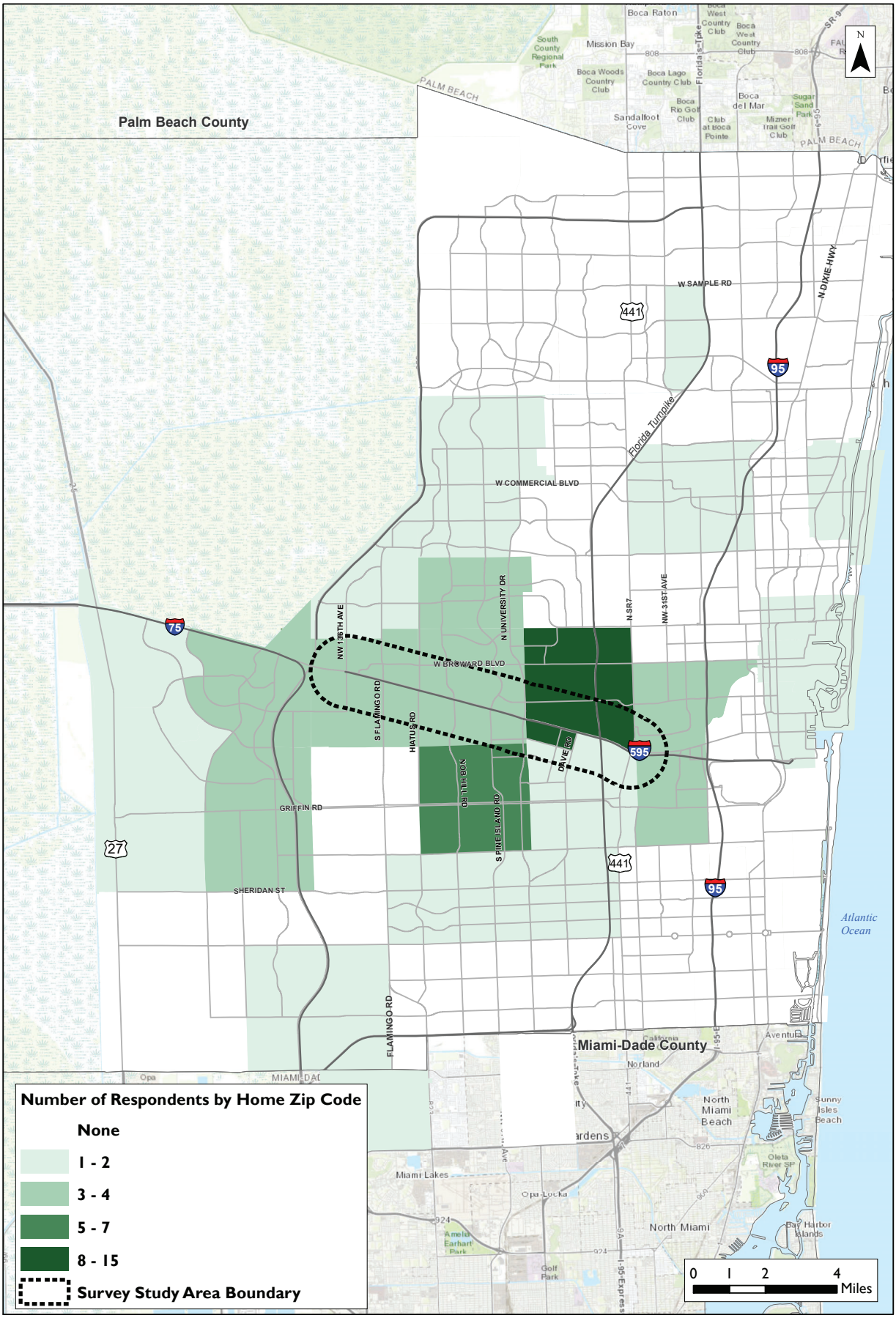
4.1.2 Home and Work ZIP Codes

When adding a point to the map for a concern, respondents were given the option to provide home and/or work ZIP code information This option was included so that general location information and commuting trends of survey respondents could be analyzed. However, since it was optional and a small number of respondents provided the information, it should not be interpreted as being representative of wider travel patterns to, from, or throughout the study area.

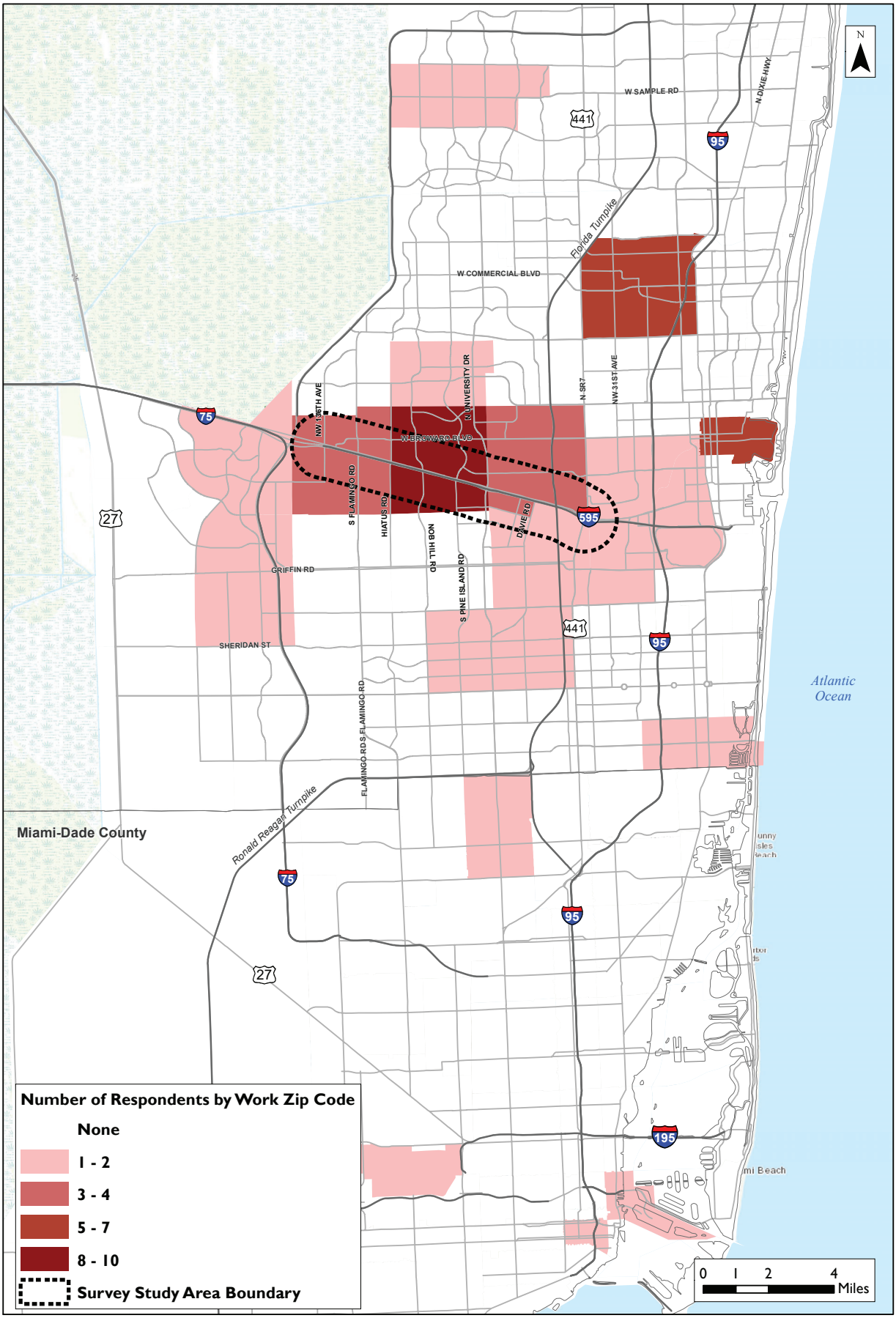
Twenty-five percent (25%) of the total survey responses included at least one ZIP code for either where the respondent works or lives. The majority of the 68 respondents who provided ZIP code information included both a home and work ZIP code location, with 62% providing both ZIP codes, 35% providing only a home ZIP code, and just 3% providing only a work ZIP code.

Figures 9 and 10 show the distribution of home and work ZIP codes provided by survey respondents, respectively. ZIP code 33317, located mostly north of I-595 between SR 7 / US 441 and University Drive, was the most common home ZIP code provided, while 33324, also located mostly north of I-595 between University Drive and Hiatus Road, was the most common work ZIP code provided. When analyzing the ZIP codes in relation to the study area boundary, the responses show that 61% of those who provided this information live within a ZIP code that is at least partially located within the study area, 46% work within a study area ZIP code, and 55% both live and work within a study area ZIP code. It should be noted that none of the ZIP codes in Broward County falls completely within the study area boundary, so this portion of the survey data can only be used to gauge proximity to the study area, and may not necessarily indicate that a given respondent lives or works exactly within the study area boundary extending one-mile from I-595.

There were no predominant trends amongst survey respondent ZIP code pairs to indicate that a significant share of respondents is regularly traveling to/from recurring ZIP codes for commuting purposes. However, it is noted that home and work ZIP codes representing areas all around and throughout the study area were provided. This indicates that transportation users from throughout the study area participated in the survey. The full list of unique ZIP code pairs or individual ZIP codes received during the survey can be found in Appendix C.



Broward MPO Metropolitan Planning Organization	FDOT	**Arterial Connectivity Study Along I-595** **FM# 441954-1-12-01**	**Map of Home Zip Codes Provided**	**Figure 9**



Broward MPO Metropolitan Planning Organization	FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Map of Work Zip Codes Provided	Figure 10

4.2 Roadway Needs

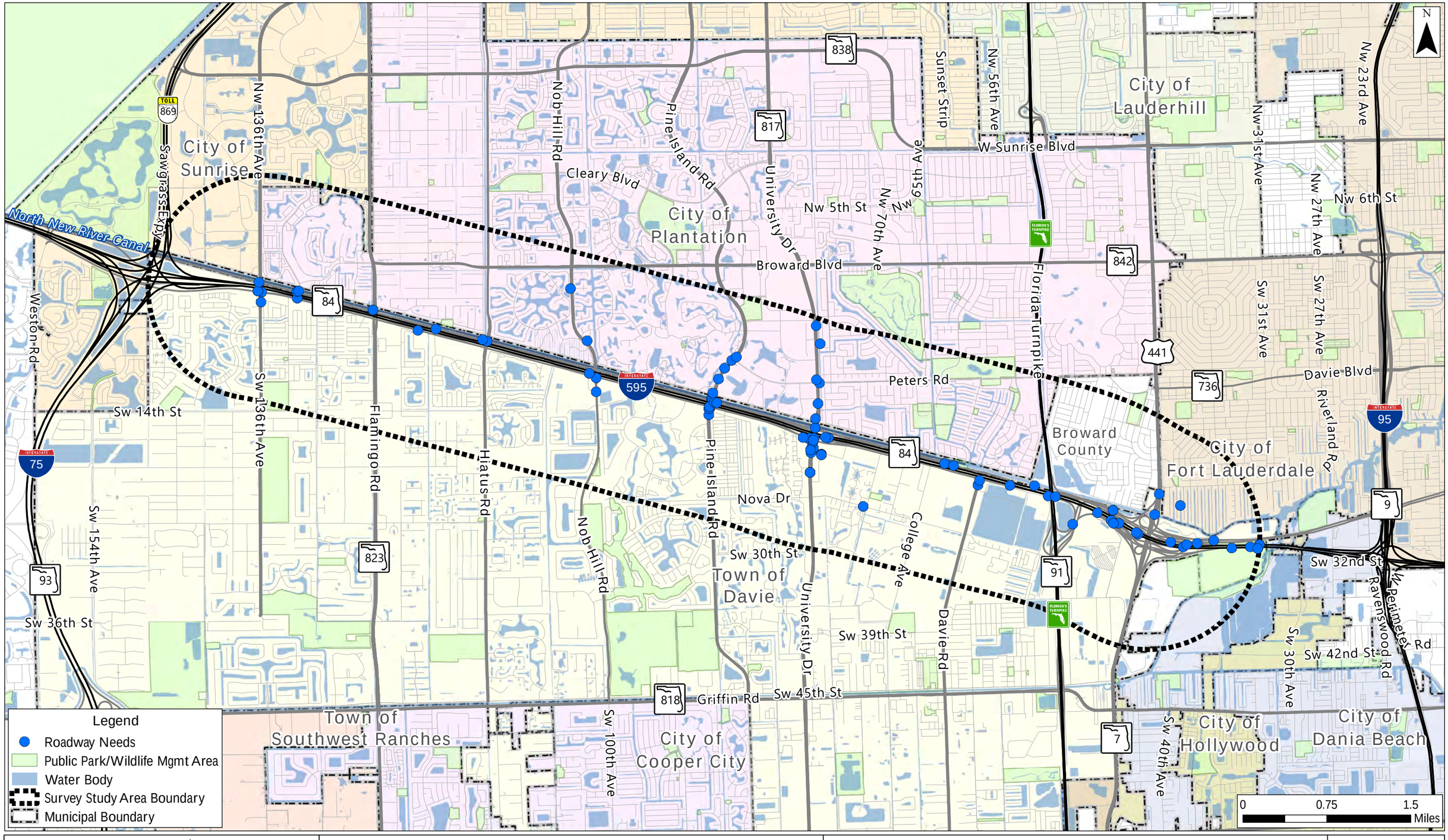
4.2.1 Location of Roadway Needs

Survey respondents provided a total of 93 points throughout the study area in the roadway needs category. These responses comprise 34% of all responses received. Figure 11 shows the location of survey responses related to roadway needs. As was the case with points in most other categories, the roadway needs are heavily clustered in the areas where the study arterials intersect I-595 and SR 84. The roadway points are most prevalent along Nob Hill Road, Pine Island Road, and University Drive, as well as the eastern portion of the I-595 / SR 84 corridor.

4.2.2 Summary of Roadway Needs Comments

Figure 12 shows the breakdown of the roadway responses by the more specific subcategory options provided. More than three-quarters (76%) of points in the roadway category are from respondents showing locations that are consistently congested areas. In addition to the "other" subcategory (16%), a notable percentage (6%) of the roadway points show a lack of signage or the presence of confusing signage according to the respondents.

The roadway needs category received the most responses, and received the most comments as well. Of the 93 points received, survey respondents provided 62 total comments related to roadway needs. In addition to reporting areas of congestion and bottleneck conditions, the other most common concerns to emerge from the comments provided were related to dangerous weaving/merging problems, turning lane issues, and access limitations for surrounding development or other roadway facilities.



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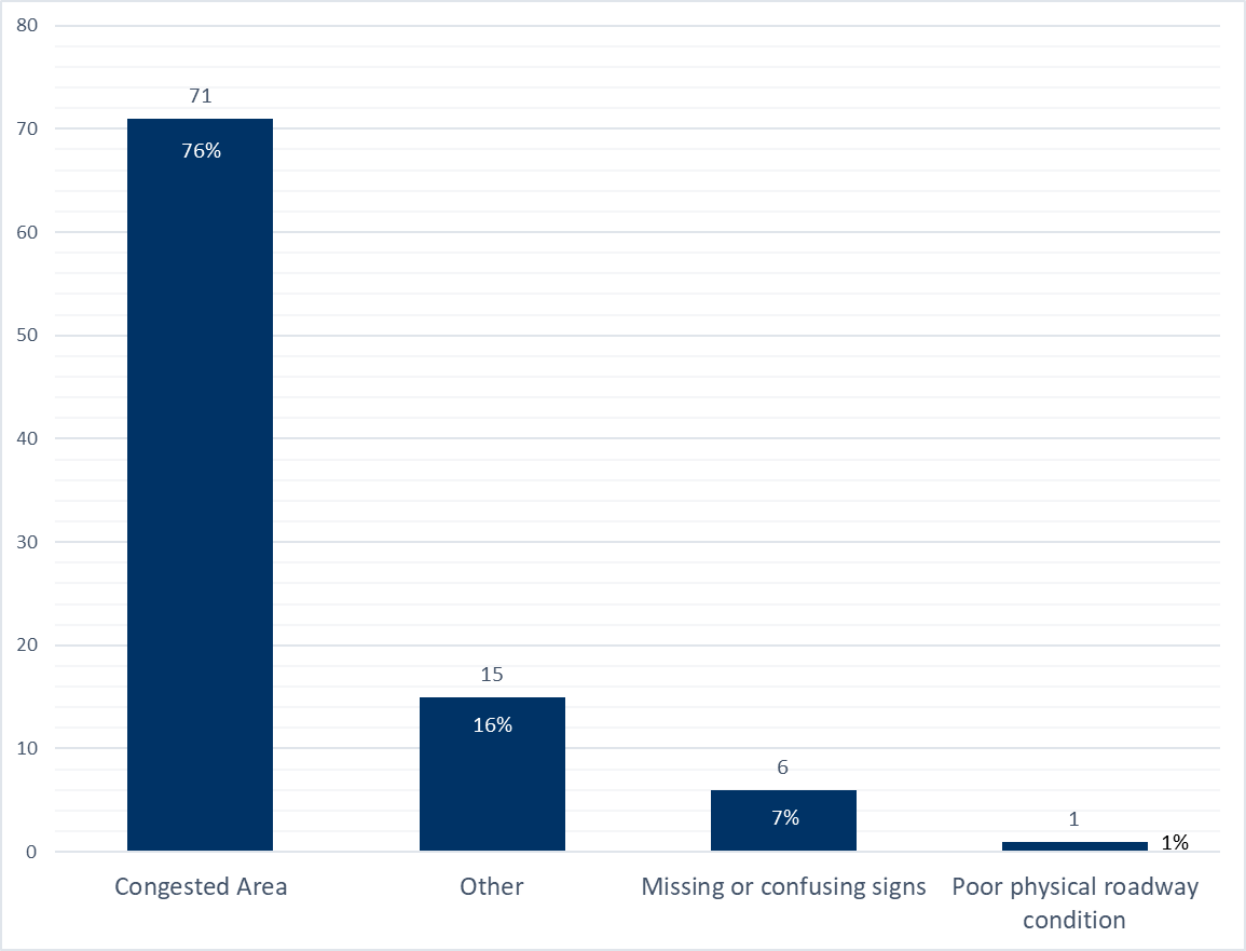
Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Map of Roadway Points

Figure 11

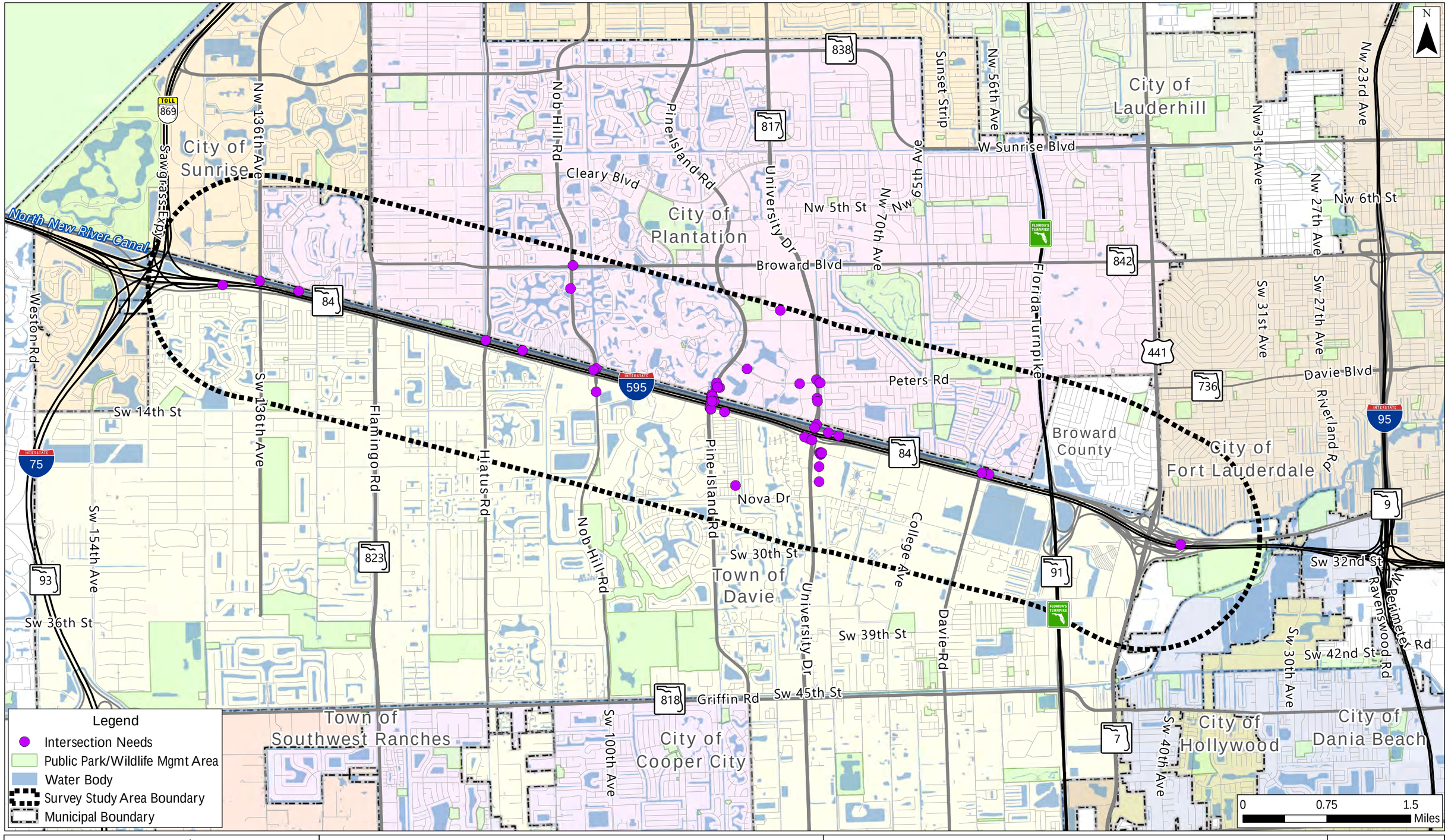
Figure 12: Roadway Subcategory Breakdown



4.3 Intersection Needs

4.3.1 Location of Intersection Needs

Survey respondents provided a total of 53 points throughout the study area in the intersection needs category. These responses comprise 19% of all responses received. Figure 13 shows the location of survey responses related to intersection needs. As was the case with the roadway needs, the intersection needs are most prevalent along Pine Island Road, University Drive, and to a lesser extent, along Nob Hill Road.



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Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

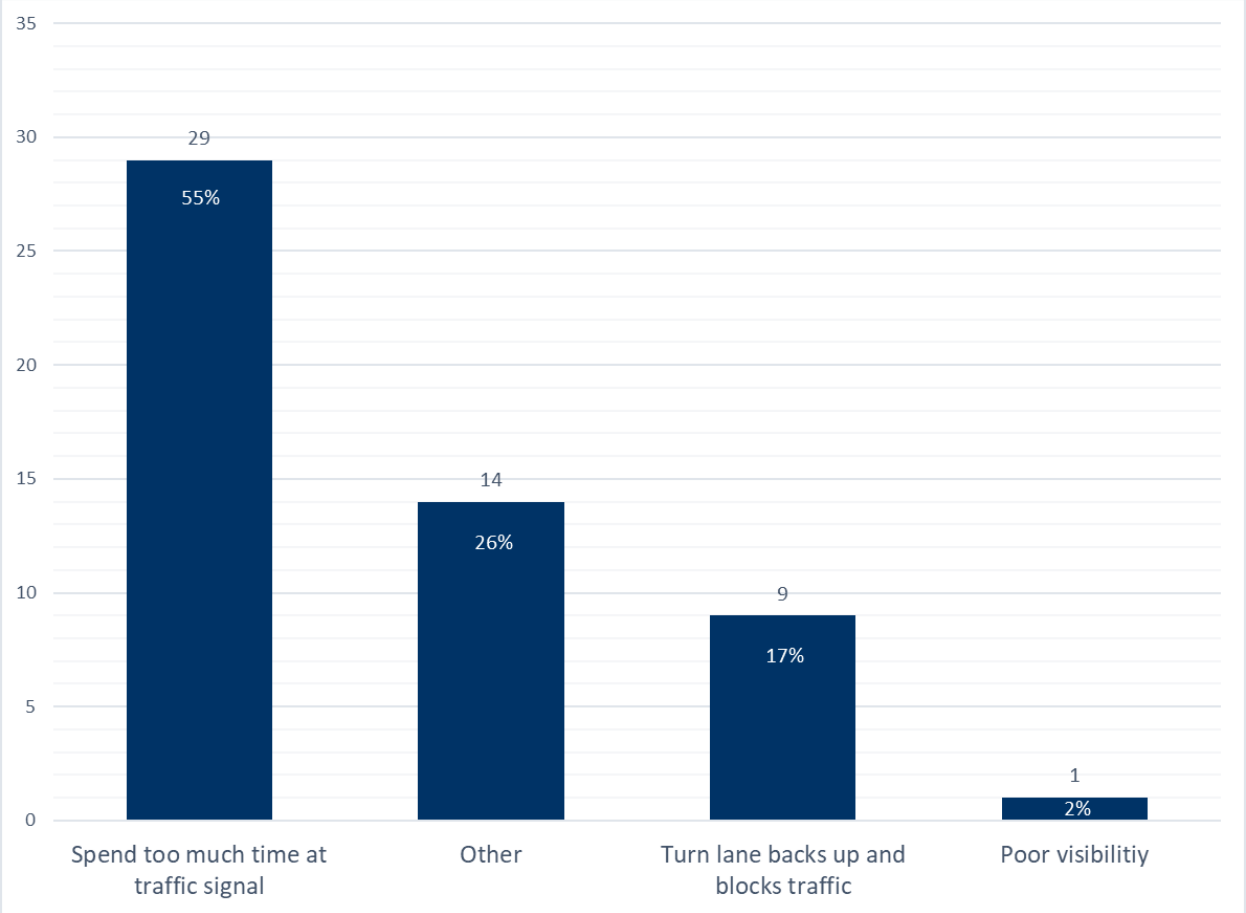
Map of Intersection Points

Figure 13

4.3.2 Summary of Intersection Needs Comments

Figure 14 shows the breakdown of the intersection responses by the more specific subcategory options provided. The highest percentage of intersection responses (55%) fall into the subcategory indicating that too much time is spent at traffic signals. Except for the transit needs category, which has only three total responses, the intersection category has the highest percentage (26%) of "other" responses, for which the needs were mostly specified by open-ended comments. There is also a notable percentage of intersection responses (17%) reporting that specific turning lanes back up and block through-traffic.

Figure 14: Intersection Subcategory Breakdown

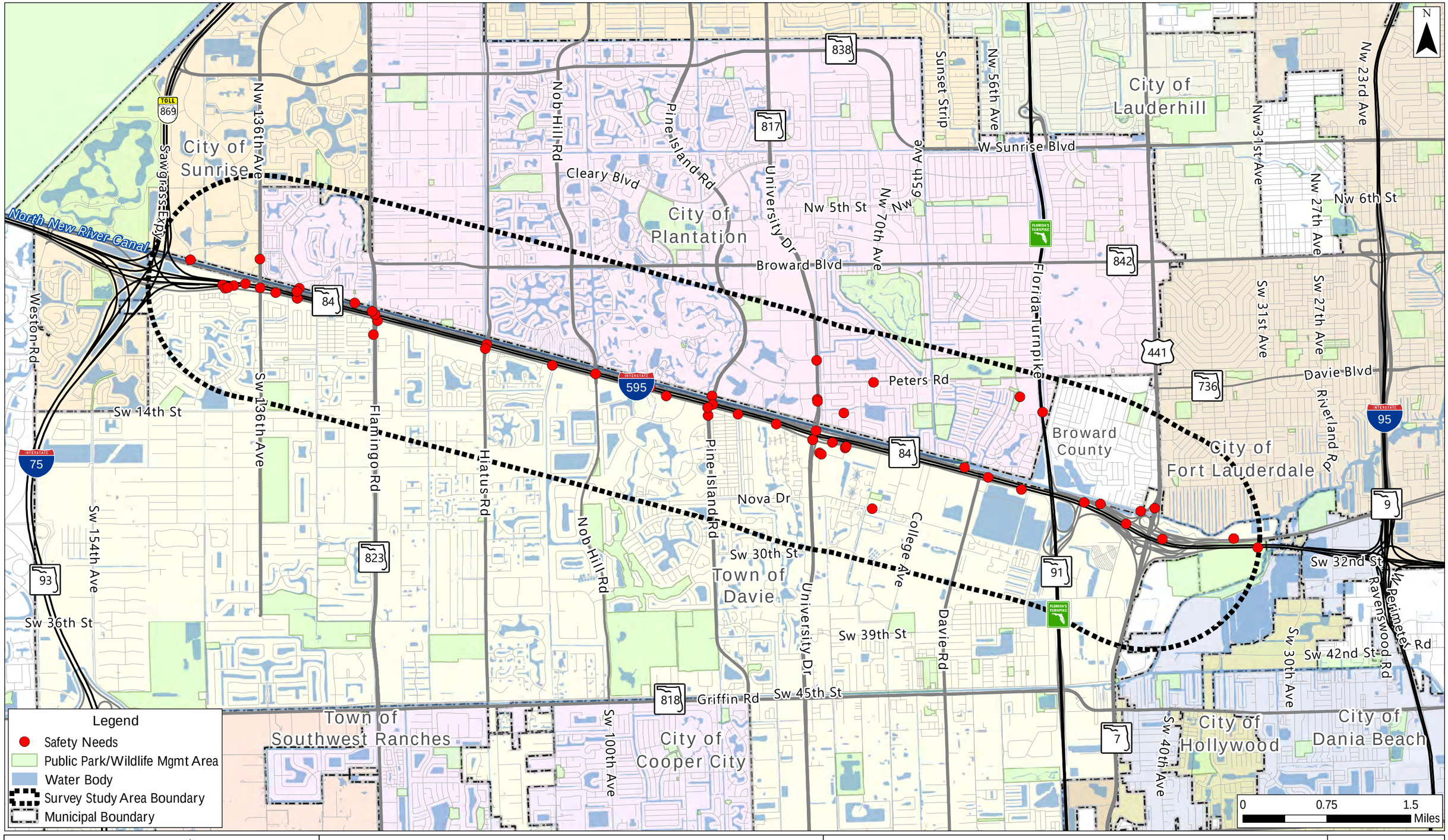


The intersection needs category received the third most comments, with a total of 44 comments from the 53 points received. A lack of business access, problematic turning movements, and traffic backup at intersection locations are the most common themes to emerge from the comments in this category. The absence of appropriate signage, pavement markings, turn lanes, or signal timing also appear in many of the comments received.

4.4 Safety Needs

4.4.1 Location of Safety Needs

Survey respondents provided a total of 57 points throughout the study area in the safety needs category. These responses comprise 21% of all responses received. Figure 15 shows the location of survey responses related to safety needs. These points are somewhat evenly distributed throughout the study area along the I-595 / SR 84 corridor, but also appear on NW/SW 36th Avenue, Flamingo Road, Pine Island Road, University Drive, SR 7 / US 441, and several minor roadways.



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Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

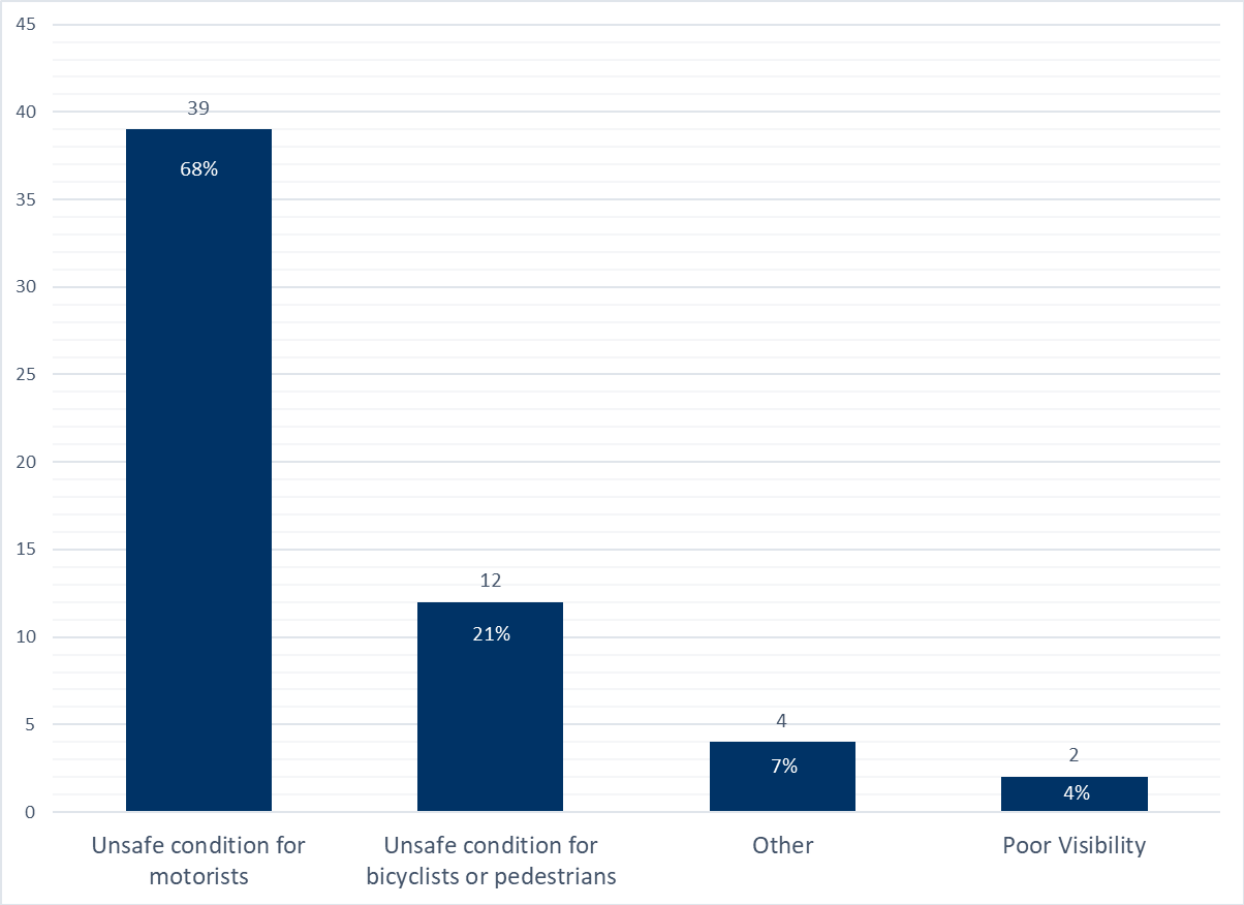
Map of Safety Points

Figure 15

4.4.2 Summary of Safety Needs Comments

Figure 16 shows the breakdown of the safety responses by the more specific subcategory options provided. More than two-thirds (68%) of responses in the safety category report unsafe conditions for motorists, while nearly another one-quarter (21%) report unsafe conditions for bicyclists and/or pedestrians. The remaining points fall into either the "other" (7%) or "poor visibility" (4%) subcategories.

Figure 16: Safety Subcategory Breakdown



Safety emerges as a recurring theme not only in the safety needs category, but throughout the other point categories as well. From dangerous conditions for bicyclists and pedestrians to dangerous traffic conditions for motorists, unsafe conditions appear commonly in the survey comments. Of the 57 points received, the safety needs category received 51 total comments, the second highest behind the roadway needs category. Similar to the roadway category, difficult or dangerous merging conditions are among

the most mentioned issues in the safety comments. Other common themes include high speeds, dangerous turning movements, and poor visibility, signage, or pavement markings. The mention of dangerous crosswalks and a lack of safe New River Greenway crossings also appear in the safety comments.

4.5 Pedestrian Needs

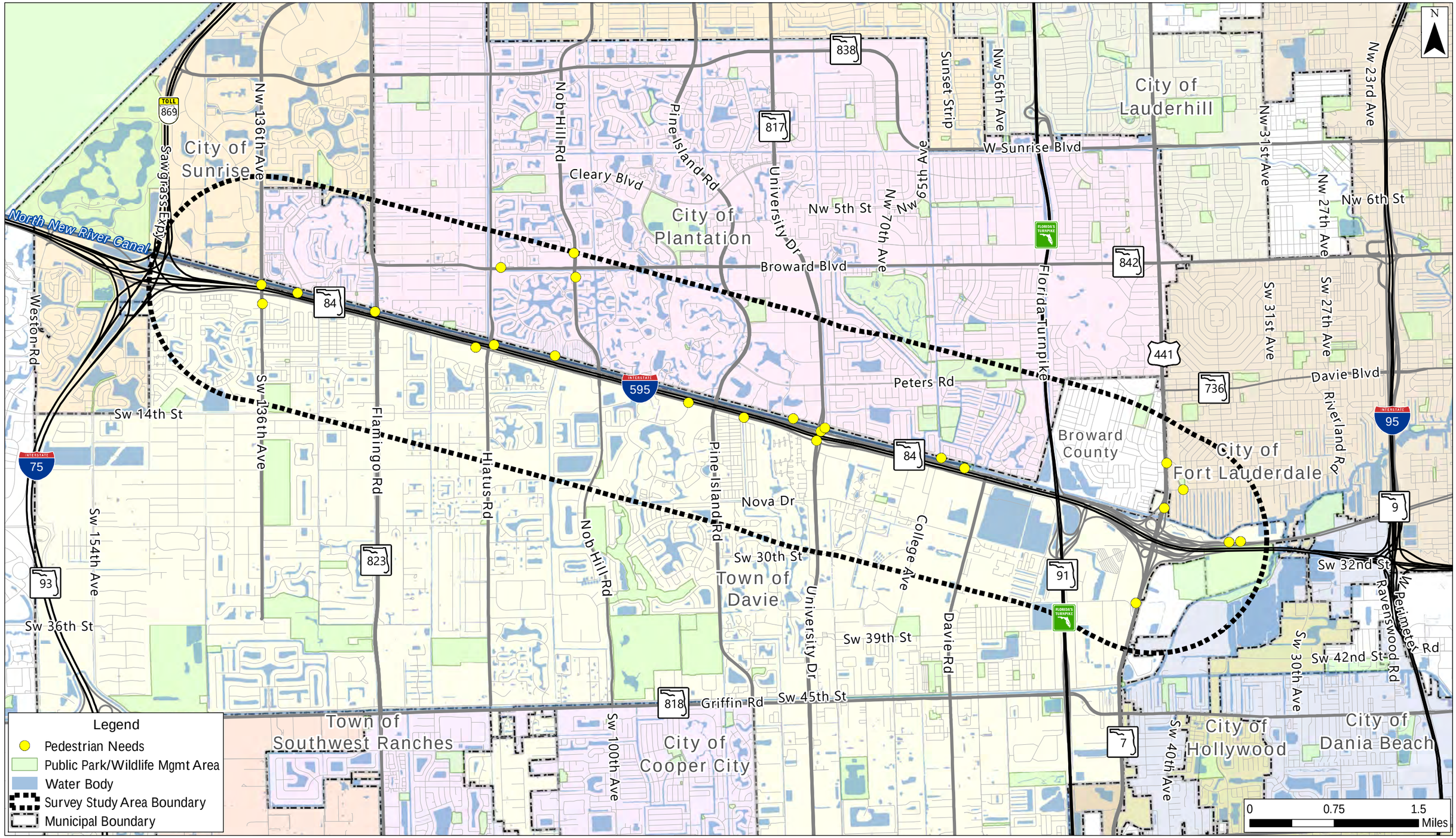
4.5.1 Location of Pedestrian Needs

Survey respondents provided a total of 24 points in the pedestrian needs category. These responses comprise 9% of all responses received. Figure 17 shows the location of survey responses related to pedestrian needs. In addition to being located along the I-595 / SR 84 corridor, these points are also found along NW/SW 136th Avenue, Hiatus Road, Nob Hill Road, University Drive, and SR 7 / US 441.

4.5.2 Summary of Pedestrian Needs Comments

Figure 18 shows the breakdown of the pedestrian responses by the more specific subcategory options provided. The majority (63%) of responses related to pedestrian needs show locations where a sidewalk segment is missing. Another quarter (25%) of the responses indicate a crossing concern, a subcategory similar to the points in the safety needs category related to pedestrians. The remaining points fall into either the "other" subcategory (8%) or point out problems with the condition of existing sidewalk facilities (4%).

The pedestrian needs category received the second lowest number of comments, with a total of 17 comments from the 24 points received. Other than reporting missing sidewalk segments, the pedestrian comments are mainly focused on safety, comfort, and ease of access for those walking in the study area. There are also a relatively high number of comments in this category referencing the New River Greenway design, crossings, or a general lack of connectivity.



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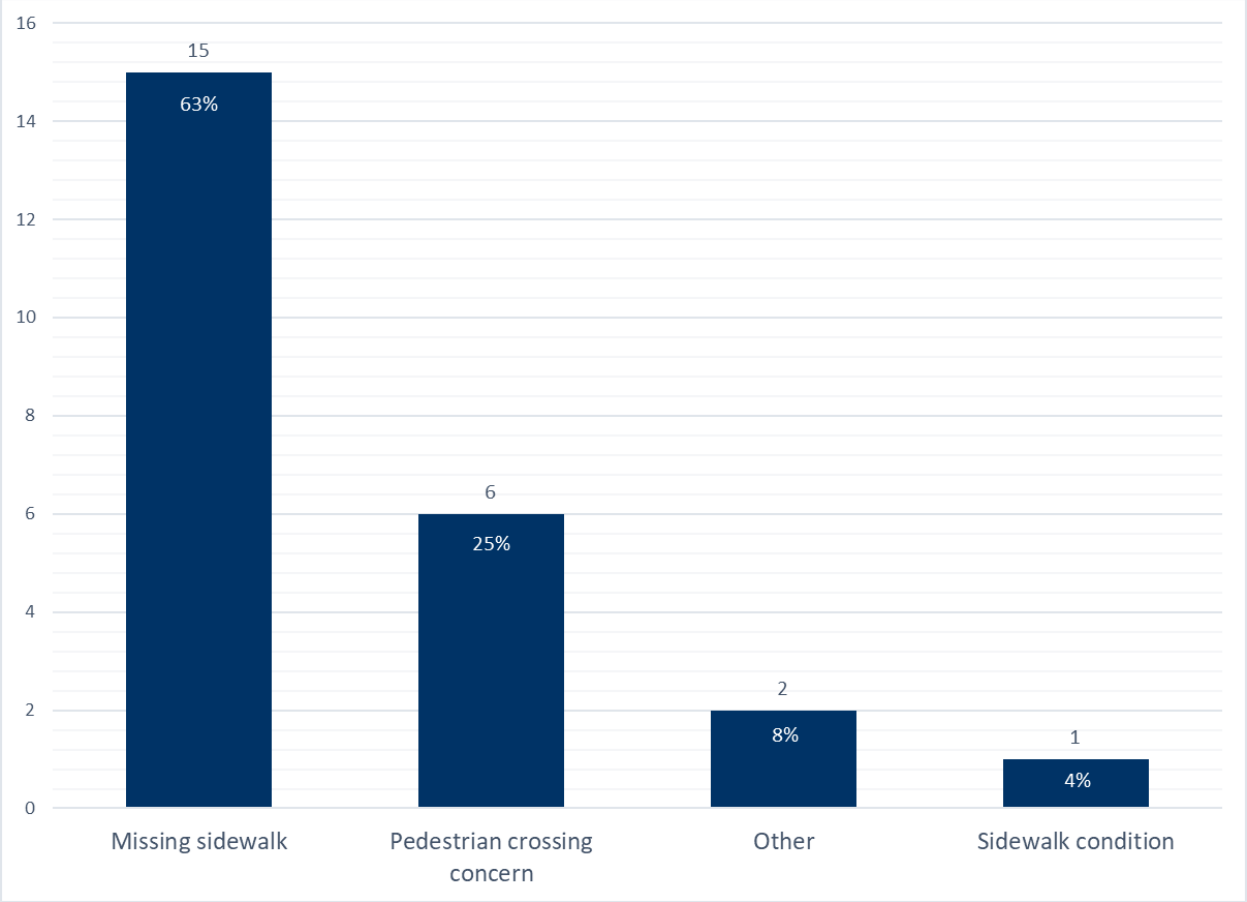
Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Map of Pedestrian Points

Figure 17

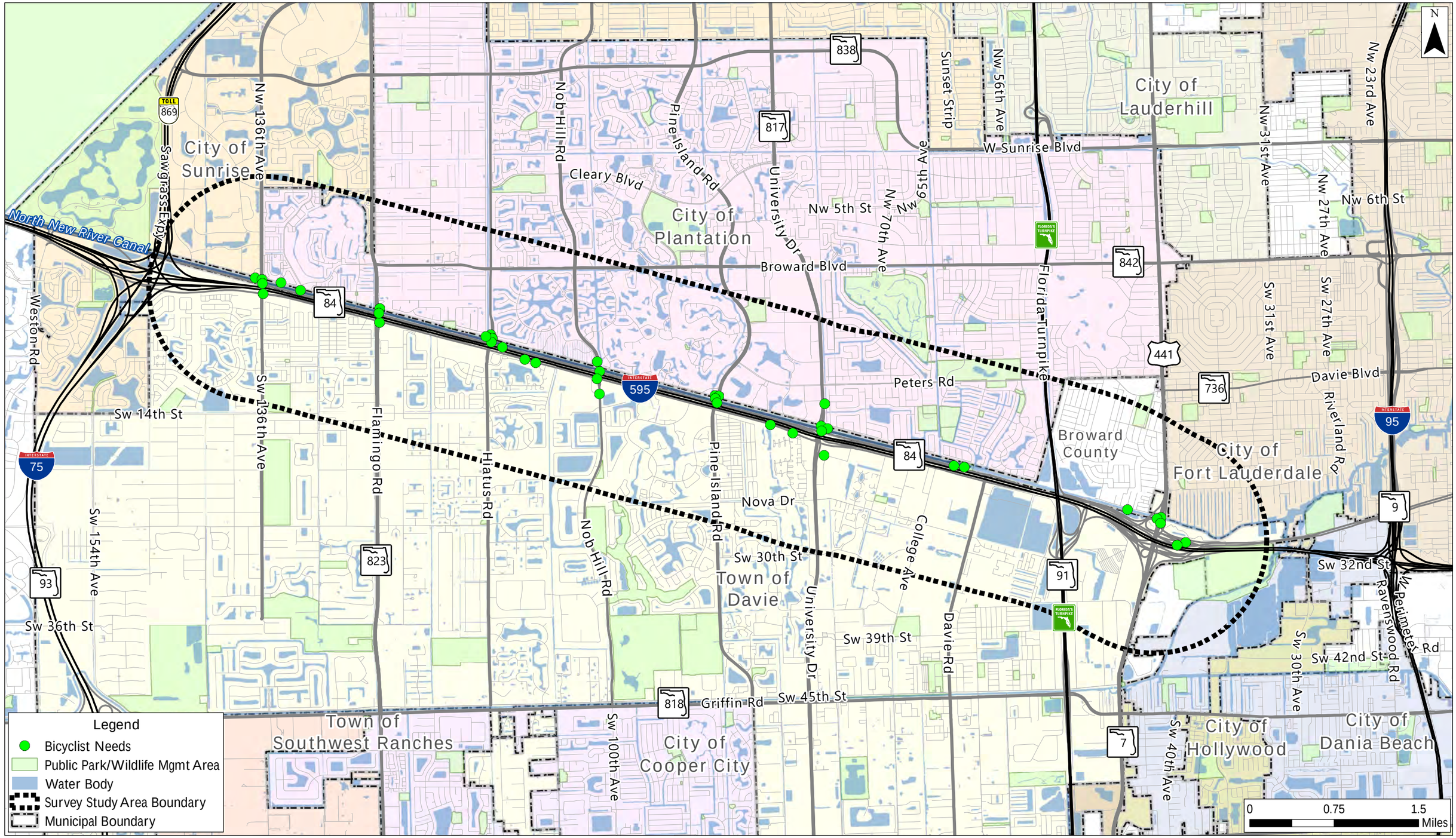
Figure 18: Pedestrian Subcategory Breakdown



4.6 Bicycle Needs

4.6.1 Location of Bicycle Needs

Survey respondents provided a total of 42 points throughout the study area in the bicycle needs category. These responses comprise 15% of all responses received. Figure 19 shows the location of survey responses related to bicycle needs. Again, the bicycle needs are heavily clustered in the areas where the study arterials intersect the I-595 / SR 84 corridor and the New River Greenway. Points related to bicycle needs are also found along Nob Hill Road and University Drive, slightly north and south of I-595.



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Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Map of Bicycle Points

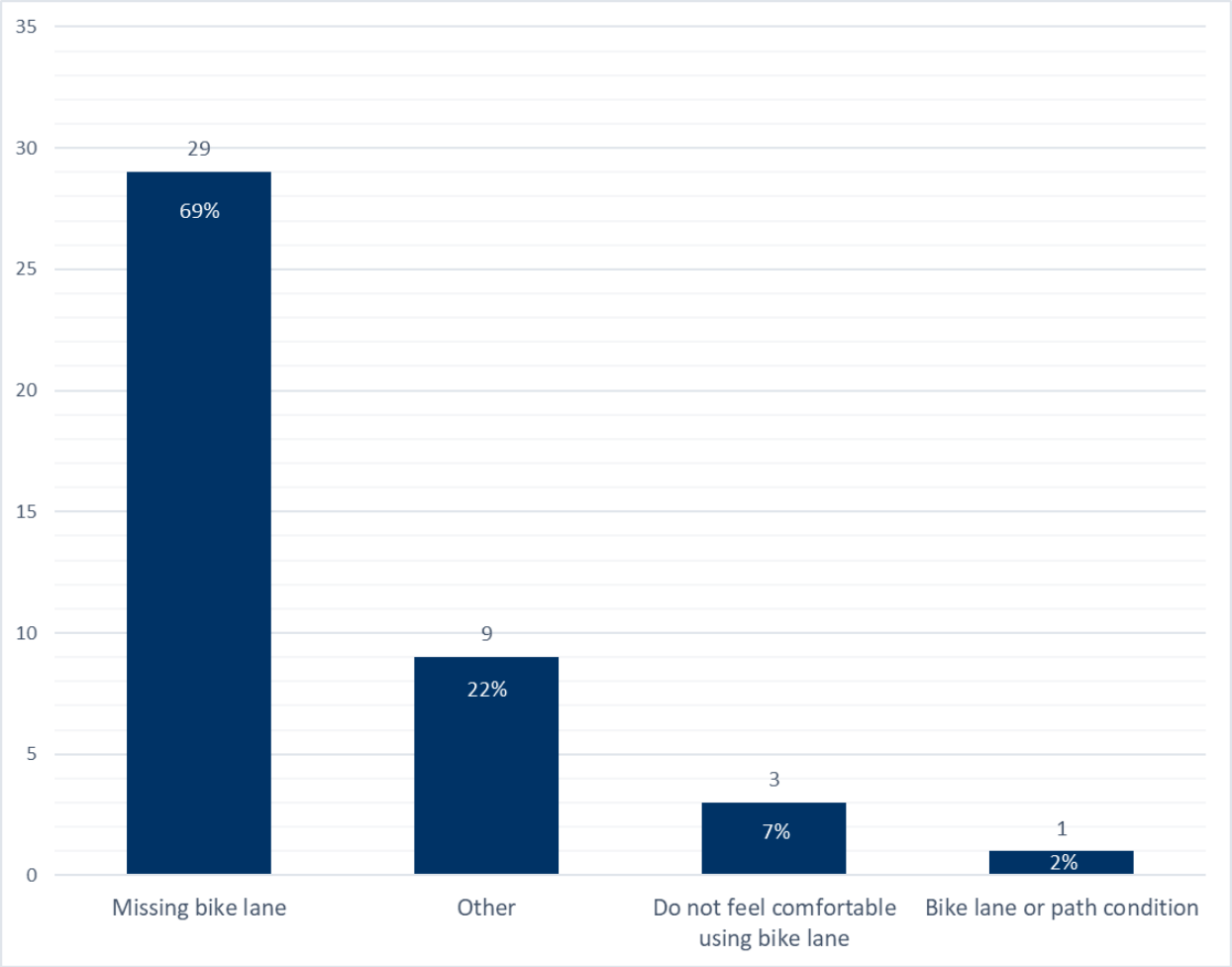
Figure 19

4.6.2 Summary of Bicycle Needs Comments

Figure 20 shows the breakdown of the bicycle responses by the more specific subcategory options provided. In a pattern similar to the pedestrian needs category, a substantial majority (69%) of responses related to bicycle needs show locations where a bicycle facility is missing. Other subcategory selections indicate that respondents either do not feel comfortable using (7%) or report unsatisfactory conditions (2%) of an existing bicycle facility. When the outlier transit needs category is excluded, the bicycle category has the second highest percentage (21%) of "other" responses, for which the needs were mostly specified by open-ended comments.

From the 42 points received, survey respondents provided 37 total comments in the bicycle needs category. In addition to pointing out missing bike lanes, the most prevalent themes in this category are related to the New River Greenway, dangerous turning movements from vehicles, and a lack of sufficient signage or pavement markings for bicycle facilities in the study area. Comments also mention the existing New River Greenway and a lack of connectivity to neighborhoods or other facilities, adequate parking lots at access points, and safe crossings at many of the major arterials along the corridor.

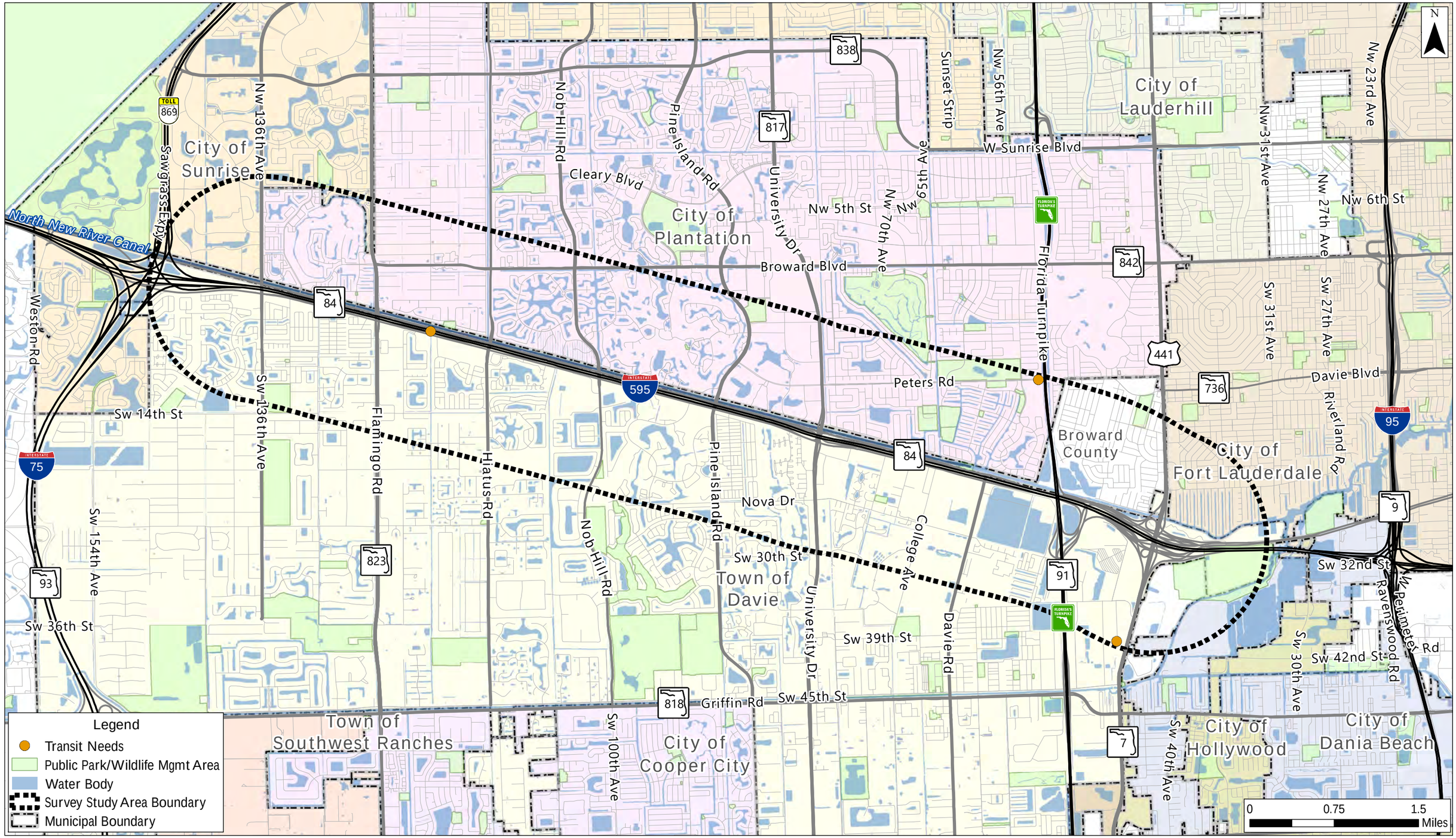
Figure 20: Bicycle Subcategory Breakdown



4.7 Transit Needs

4.7.1 Location of Transit Needs

Survey respondents provided a total of 3 points throughout the study area in the transit needs category. These responses comprise just 1% of all responses received. Figure 21 shows the location of survey responses related to transit needs. The first transit point is located along I-595 / SR 84 between Flamingo Road and Hiatus Road. The second is along Peters Road just west of Florida's Turnpike. The third point is related to Griffin Road, which is just outside of the survey study area. The point was, however, added to the edge of the study area boundary to be included with the other transit responses.



Broward MPO Metropolitan Planning Organization | FDOT

Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

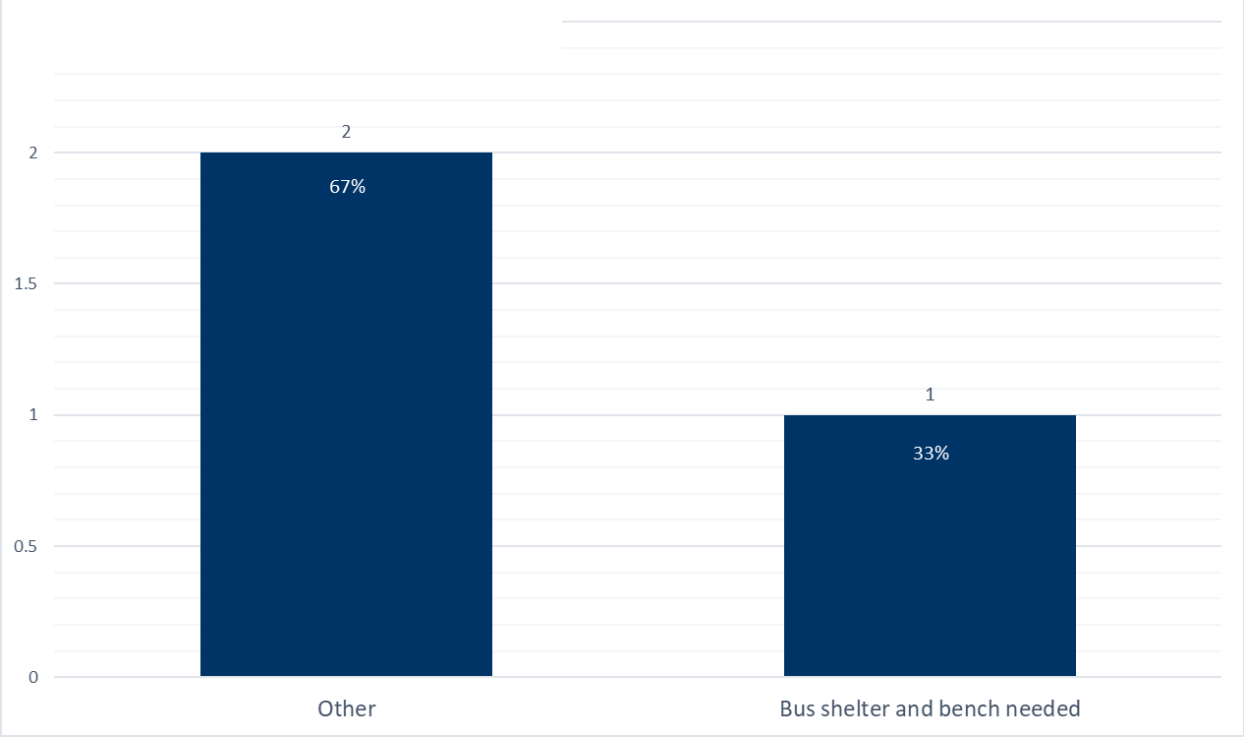
Map of Transit Points

Figure 21

4.7.2 Summary of Transit Needs Comments

Figure 22 shows the breakdown of the transit responses by the more specific subcategory options provided. Two of the three points provided fall into the "other" subcategory, with the remaining point calling out where bus shelters and benches are needed. This response and associated comment call out the fact that better bus stop infrastructure is needed specifically along Peters Road (for Broward County Transit's Route 30), and at all other stop locations throughout the network to shade passengers from the heat. The two transit responses in the "other" subcategory are both commenting on a need for expanded service within the study area. One asks why there is no transit service in the median of I-595 / SR 84, and the other points out a lack of transit service along the western portion of Griffin Road.

Figure 22: Transit Subcategory Breakdown



5. KEY TAKEAWAYS AND NEXT STEPS

5.1 Major Survey Themes

Many of the issues and unmet needs provided in the survey responses confirm that traffic congestion and safety deficiencies are among the most pressing concerns within the study area amongst those who participated in the online WikiMap survey. Some of the most recurring major themes and key takeaways from the 272 survey responses are listed below. According to respondents:

- Merging or weaving traffic conditions are one of the most problematic and dangerous issues for motorists.
- Turning movements and turning lane backups at intersections and along arterials are a cause of traffic bottlenecking and dangerous conditions for motorists, bicyclists, and pedestrians.
- Traffic signal timing and a lack of sufficient turning lanes is a cause of congested intersections and general delay time.
- Signage and pavements markings need to be improved.
- A lack of business access and heavy traffic volumes at certain locations lead to severe, consistent congestion.
- Safety for bicyclists and pedestrians is a critical issue, as well as a lack of sufficient sidewalks, bike lanes, and crosswalks.
- The New River Greenway needs safe, effective crossing facilities at major arterials, has critical missing segments, and needs better connectivity with surrounding communities and other recreational facilities in the area.

- SR 84, University Drive, and Pine Island Road are the study area arterials that generally received the most survey responses and comments.

- More than half of survey respondents who provided ZIP code information both live and work within ZIP codes that are at least partially within the study area.

5.2 Next Steps and Use of Survey Results

The survey information viewed together with the existing conditions analysis, portray a more thorough picture of deficiencies in the study area. The survey comments provide insight into details of issues, as well as indicate overall common themes with concerns in the study area. The survey information will be used in many ways as the study progresses. The survey information will be used immediately to complete the identification of deficiencies as described below. The information obtained from the survey will continue to be useful throughout all stages of the study.

The breakdown of survey responses by needs category shown in Figure 7 and reported in Table 5, will be used in reports, and during meeting and presentations to illustrate the most frequent types of concerns: roadway concerns (specifically congested areas), followed by safety concerns (specifically related to unsafe conditions for motorists), followed by the other 4 categories. This information will be used to show support for the goals and objectives of the study and will help keep the study focused on improvement strategies that address roadway congestion and safety. The percentage of concerns by type, will also be a useful reference to help prioritize improvements and will be referenced in the Mitigation Analysis Methodology.

The list of detailed comments provided in Appendix B, sorted by type and by location, will be used as a reference by the study team members in the next phase of the study as mitigation measures are developed. The study team will analyze the location-specific comments in greater detail to see where they correspond to deficiencies identified from the existing and future year analysis. Mitigation measures will be identified by the study

team to address deficiencies identified from the existing and future year analysis, and to address additional concerns identified from the survey. Many of the locations and types of deficiencies found from the analysis are supported by the comments. However, the survey comments do provide additional locations and types of concern that will also be considered while developing mitigation measures and local planning actions.

APPENDICES

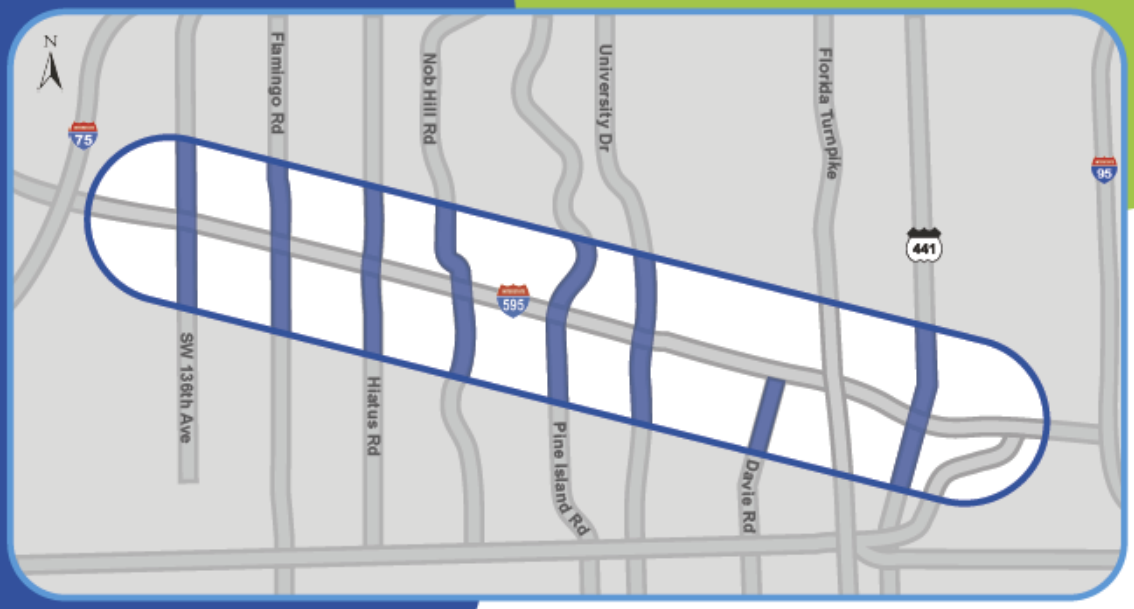
Appendix A - Survey Promotional Materials

STUDY FACT SHEET – Page 1 of 2

ARTERIAL CONNECTIVITY STUDY ALONG I-595 CORRIDOR

FINANCIAL PROJECT ID 441954-1-12-01

FACT SHEET



STUDY OVERVIEW

The Broward Metropolitan Organization (MPO) and Florida Department of Transportation (FDOT) have partnered to conduct a planning study to address connectivity for all modes and congestion along the eight (8) north-south roadways that cross Interstate 595 (I-595) and State Road 84 (SR 84) in central Broward County.

May 2020

NORTH-SOUTH STUDY ROADWAYS:

- 136th Avenue
- Flamingo Road
- Hiatus Road
- Nob Hill Road
- Pine Island Road
- University Drive
- Davie Road
- US 441/State Road 7

ISSUES TO BE ADDRESSED INCLUDE:

- Connectivity, safety and mobility for vehicular traffic including transit
- Connectivity, safety and mobility for bicycle and pedestrian traffic including the New River Greenway
- Reducing congestion along the north-south study roadways which serve as a gateway to and from the communities adjacent to the I-595 corridor

Broward MPO Metropolitan Planning Organization

FDOT

STUDY FACT SHEET – Page 2 of 2

STUDY PURPOSE

The purpose of this initiative is to identify and define transportation problems and develop effective solutions to fulfill the goal of providing better connectivity for all modes and to provide congestion relief for travel along the north-south study roadways and their access points with I-595 and SR 84. All types of improvement strategies are being considered including land use and policy strategies; geometric modifications to roadways; pedestrian, bicycle, greenway, and transit infrastructure improvements; and technology and traffic signal improvements.

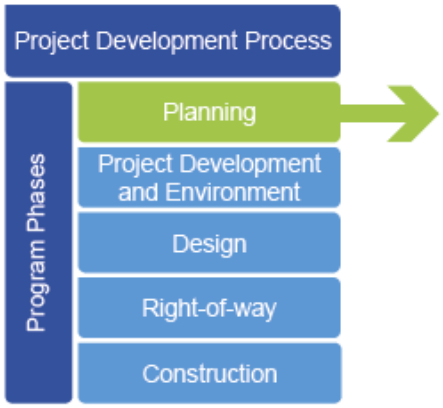
ARTERIAL CONNECTIVITY STUDY TIMELINE

PROJECT START
FALL 2019

ESTIMATED COMPLETION
FALL 2021

CURRENT STATUS OF STUDY

The project is currently in the planning phase. During this phase, the study team is coordinating with stakeholders to identify transportation needs and develop improvement concepts.



SCOPE OF STUDY

- Coordination with stakeholders
- Identify transportation needs
- Develop improvement concepts
- Alternatives Development
- Collect and analyze existing and future conditions data
- Identify feasible improvements and strategies
- Prepare cost estimates
- Identify funding opportunities

STAY CONNECTED

If you would like additional study information, please visit the Broward MPO website at ww.browardmpo.org. Click on the "what we do" tab, current project/ studies, Arterial Connectivity Study

OR CONTACT

Mr. Chon Wong
Project Manager
Florida Department of Transportation (FDOT)
Telephone: (954) 777-4659
Email: chon.wong@dot.state.fl.us

Mr. Paul Flavien
Data Service Manager
Broward Metropolitan Planning Organization (MPO)
Telephone: (954) 876-0045
Email: FlavienP@browardmpo.org

Broward MPO Metropolitan Planning Organization

FDOT

SURVEY FLYER

DISTRIBUTION ASSISTANCE REQUEST EMAIL FOR PARTNER ORGANIZATIONS

TO: [INSERT CONTACT NAME]

FROM: [INSERT SENDER NAME]

CC: Shaleese Pitterson, Lisa Dykstra, Matt Betancourt, Winston Harris, Chon Wong

SUBJECT: OUTREACH MATERIALS – Launching Online Survey ACS along I-595

Thank you for your commitment to help distribute the online survey for the Arterial Connectivity Study along the I-595 Corridor. The survey is now live and ready to receive public comments. The survey will be available online through the end of July 2020. We are now launching our outreach campaign to encourage people to take the survey and tell us their travel concerns in the study area surrounding I-595 in central Broward County.

For your use in helping to spread the word about the survey, we are providing three items which are attached and described below. The purpose of the outreach material is to notify people of the survey, and provide an easy link (www.EaseYourRideSouthFL.com) where they may access the Wikimap survey that will collect comments regarding transportation concerns within the study area.

1) Flyer - This flyer can be posted on your website, attached to email messages, and printed or attached electronically to meeting agenda packages to inform elected officials or other groups that will be meeting in July.
2) Eblast / Draft Email message - A standard email message which can be used to send to the [CITY's/TOWN's/COUNTY's/ORGANIZATION NAME] contact list.
3) A Word document that contains a social media post for Facebook, Twitter, LinkedIn, and Instagram, with the text message and two images that can be used interchangeably to post on your organization's social media pages.

If you need assistance or guidance please let us know, and someone from our team can walk you through the process. We are excited about the launch of this survey and hope to obtain as many comments as possible. Please let me know if you have any questions.

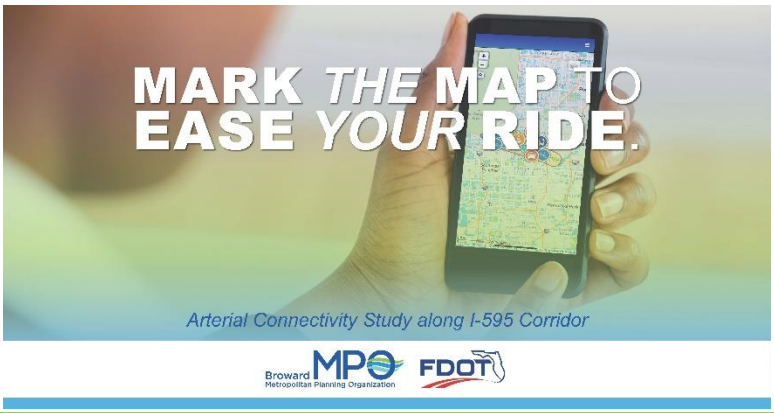
Thank you!

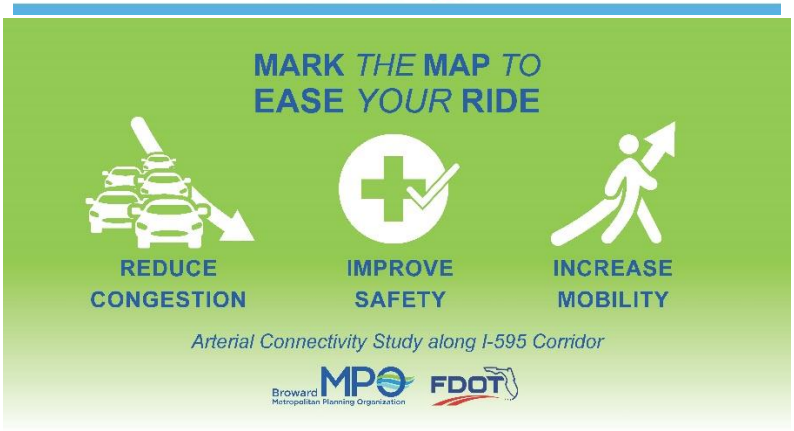
SOCIAL MEDIA POSTING KIT CONTENT

Facebook, Twitter, and LinkedIn Post Messaging:

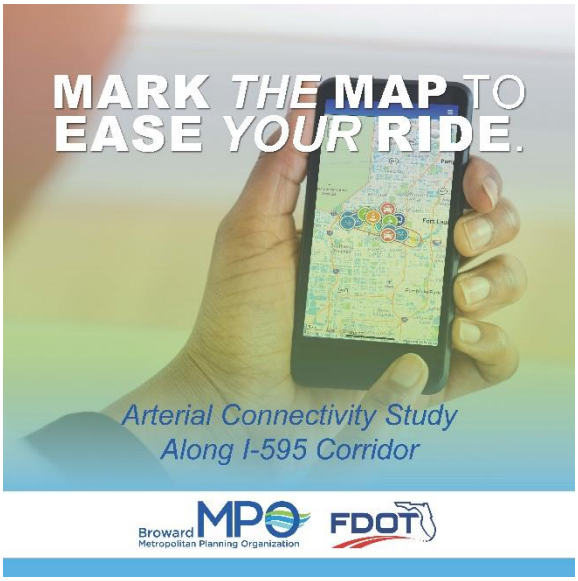
> *Whether you prefer driving, riding, or walking, help us improve the way you move. Your opinion matters – be a part of the solution! Click here to tell us about your transportation challenges in the area surrounding I-595 in central Broward County: www.EaseYourRideSouthFL.com. #EaseYourRideSouthFL*

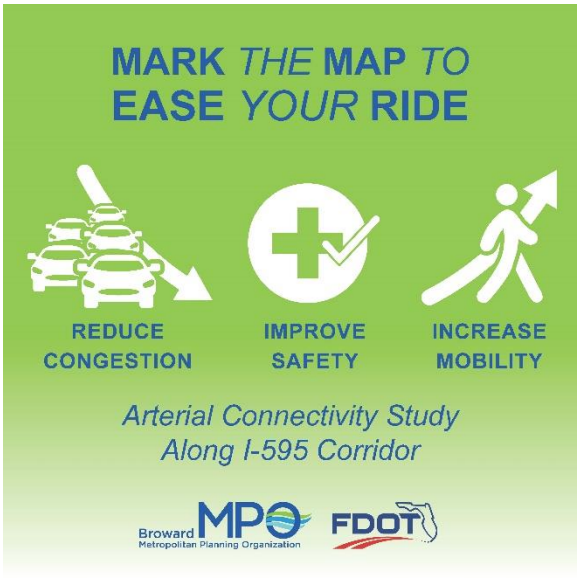
Facebook, Twitter, and LinkedIn Image Options





Instagram Image Options





EMAIL MESSAGE

Good Afternoon,

As an important partner in the Arterial Connectivity Study along I-595 Corridor, we encourage you to take the survey and share it with co-workers, friends and family that may travel in the area surrounding I-595! Please feel free to also share the attached flyer to help advertise the survey.

Mark the map to help us ease your ride!
****
Tell us where you see problems while traveling the study area around I-595.
Please take a minute to mark the online map using your computer or mobile device, by clicking the web address below:

Click Here to put your concerns on the map: www.EaseYourRideSouthFL.com

This online wikimap survey will be open to receive comments throughout the month of July 2020.

Please feel free to share this link with other people who may travel in the area around I-595.

Whether you prefer driving, riding, or walking, help us improve the way you move. Your opinion matters – be a part of the solution!

The Broward Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) have partnered to conduct the *Arterial Connectivity Study along I-595 Corridor*. This ongoing planning study is analyzing all modes of transportation along eight (8) north-south roadways that cross Interstate 595 (I-595) and State Road 84 (SR 84) in central Broward County. If you have general questions or comments about the *Arterial Connectivity Study along I-595 Corridor*, please feel free to visit the study website: https://browardmpo.org/current-projects-studies/arterial-connectivity-study-along-i-595-corridor, or directly contact the FDOT Project Manager, Mr. Chon Wong (Chon.Wong@dot.state.fl.us), or Consultant Project Manager, Mr. Winston Harris (Winston.Harris@rsandh.com).

Thank you for taking the time to share your concerns!

Appendix B - Complete List of Comments Received

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
110	Bicycle	Safety	36th Ave	No	Bike lane or path condition (needs repainting or restriping, cleaning, etc.)	A detour to access the trail has not been provided during the long term construction at this location. It creates a very unsafe condition for people trying to use the trail to get to a destination.
99	Bicycle	Safety	University Dr	No	Do not feel comfortable using bike lane	Crossing major streets is deadly. Southbound Cars turning right on to 84 yield at best.
116	Bicycle	Safety	Hiatus Rd	No	Do not feel comfortable using bike lane	The free-flow right turn lane makes it quite uncomfortable to cross Hiatus to continue using the greenway. Cars rarely stop all the way at this location to check for bicyclists/pedestrians when turning because they don't have to.
211	Bicycle	Safety	36th Ave	No	Do not feel comfortable using bike lane	I want to try using the greenway for biking with my family, and do not feel like our family would be able to safely be able to bicycle under the I-595 underpass with the intersection always being so hectic. I wish there was a parking lot area somewhere so that you can park your vehicle, unload your bicycles from a bike rack, and ride around on the greenway. The greenway itself seems to be tucked in away from driving vehicles, which is nice but it seems too dangerous to get to unless you live along the greenway!
5	Bicycle	-	Pine Island Rd	No	Missing bike lane	there is a great Greenway multi use path but, its very difficult to use. The Greenway intersects the cross street a few hundred feet from the traffic signal. At every cross street you must ride 200 ft down the sidewalk, cross at the signal(which has its own issues) and than ride 200 ft back up the sidewalk to the path. I spend more time trying to cross the street than I do on the Greenway. This is a horrible design.
73	Bicycle	-	Pine Island Rd	No	Missing bike lane	Greenway is disconnected
84	Bicycle	-	SR 7/US 441	No	Missing bike lane	plans for a bridge across new river connecting river trail to the north seem to be on hold.
90	Bicycle	-	Davie Rd	Yes	Missing bike lane	river trail ends at sewell park. should continue to university. this creates a dangerous situation
98	Bicycle	Safety	Pine Island Rd	No	Missing bike lane	Crossing major streets is deadly. Southbound Cars turning right on to 84 yield at best.
117	Bicycle	Safety	University Dr	No	Missing bike lane	The beautiful New River Greenway is very dangerous when crossing the north/south roadways.
119	Bicycle	Safety	Nob Hill Rd	No	Missing bike lane	The beautiful New River Greenway is very dangerous when crossing roads running north/south.
120	Bicycle	Safety	Hiatus Rd	No	Missing bike lane	The beautiful greenway is very dangerous when crossing roads running north/south.
121	Bicycle	Safety	Flamingo Rd	Yes	Missing bike lane	Greenway is very dangerous when crossing roads running north/south.
122	Bicycle	Safety	36th Ave	Yes	Missing bike lane	Greenway is very dangerous when crossing roads running north/south.
150	Bicycle	Safety	SR 7/US 441	Yes	Missing bike lane	There is no safe way to ride on 441 North or South underneath 595. There should be a connection to the Greenway from University to 441.
156	Bicycle	-	University Dr	No	Missing bike lane	Missing New River Greenway link. (University Dr. to Sewell Lock)
173	Bicycle	Pedestrian	SR 7/US 441	Yes	Missing bike lane	For more than a decade Broward County has been talking and talking and talking, but never doing, doing, doing the bike/ped bridge planned (and if advised correctly, budgeted) that would go over the south fork of the New River. Recall the county said the bridge would be via the current city park that is just on the east side of the 595 exit ramp onto 441 underneath. Still nothing has happened. Long-anticipated, but a HUGE disappointment this has not yet happened. No idea how there could be a 10+ year hold up if budgeted. Please figure out the holdup and complete this beneficial, desirable and long-awaited project. Besides there are many complementary projects going in on Riverland Rd that will companion well with this timely effort. A bike/ped bridge crossing the south fork of the new river would greatly improve access for walkers and cyclists (and hopefully if done correct for the disabled, too) from all quadrants (N,S,E,W) to not only connect to each other, but to get around the region. At present, cannot enjoy the bike trail along 595 that goes out to markham. No one in their right mind would cross 441 on foot or by bike where 595/441 intersect. Riverland Rd is not an option as there is no access from the west side. With the bike/ped bridge connection my family and I could bike over to the campus complex in Davie to enjoy all the amenities without ever getting in the car. Health benefit to boot. Also, need to improve bike/ped options going N/S on 441. The Tribe has brought a lot of economic growth to area and backups at all times of day are common. Help people to get out of their cars and get to work or fun down at the Casino. Work with the Tribe and transit operators to improve non-car options along this connecting N/S 441 corridor.

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
179	Bicycle	Safety	University Dr	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
181	Bicycle	Safety	Pine Island Rd	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
182	Bicycle	Safety	Nob Hill Rd	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
183	Bicycle	Safety	Hiatus Rd	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
184	Bicycle	Safety	Flamingo Rd	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
185	Bicycle	Safety	36th Ave	Yes	Missing bike lane	No designated green dashed bike crossing for bicyclists on greenway. Unsafe and uncomfortable crossing due to turning vehicles. Challenging maneuvers to get off greenway to get to traffic light to turn and cross. The crossing is a major deterrent to using the greenway.
189	Bicycle	-	Davie Rd	Yes	Missing bike lane	The greenway to nowhere
221	Bicycle	-	SR 7/US 441	Yes	Missing bike lane	Need the bridge completed - east/west movement is impossible now.
255	Bicycle	-	Hiatus Rd	No	Missing bike lane	No bike lanes exist
263	Bicycle	-	University Dr	Yes	Missing bike lane	bike concern
264	Bicycle	-	University Dr	Yes	Missing bike lane	bike concern
270	Bicycle	Safety	Nob Hill Rd	Yes	Missing bike lane	A great way to get killed
6	Bicycle	-	Nob Hill Rd	No	Other (please specify in the comment box below)	there is a great Greenway multi use path but, its very difficult to use. The Greenway intersects the cross street a few hundred feet from the traffic signal. At every cross street you must ride 200 ft down the sidewalk, cross at the signal(which has its own issues) and than ride 200 ft back up the sidewalk to the path. I spend more time trying to cross the street than I do on the Greenway. This is a horrible design.
7	Bicycle	-	Hiatus Rd	No	Other (please specify in the comment box below)	there is a great Greenway multi use path but, its very difficult to use. The Greenway intersects the cross street a few hundred feet from the traffic signal. At every cross street you must ride 200 ft down the sidewalk, cross at the signal(which has its own issues) and than ride 200 ft back up the sidewalk to the path. I spend more time trying to cross the street than I do on the Greenway. This is a horrible design.
8	Bicycle	-	Flamingo Rd	No	Other (please specify in the comment box below)	there is a great Greenway multi use path but, its very difficult to use. The Greenway intersects the cross street a few hundred feet from the traffic signal. At every cross street you must ride 200 ft down the sidewalk, cross at the signal(which has its own issues) and than ride 200 ft back up the sidewalk to the path. I spend more time trying to cross the street than I do on the Greenway. This is a horrible design.
104	Bicycle	-	SR 7/US 441	No	Other (please specify in the comment box below)	No Access to/from Greenway and 441 for bicycle or pedestrian
144	Bicycle	-	SR 7/US 441	No	Other (please specify in the comment box below)	bike conflict with off-ramp traffic right before bridge. Need striping and lighting in this area.
168	Bicycle	-	University Dr	No	Other (please specify in the comment box below)	Opportunity for mixed use pathway on east side of University

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
176	Bicycle	Safety	SR 7/US 441	Yes	Other (please specify in the comment box below)	No safe or comfortable option to get from Secret Woods Park to the New River Greenway across the interchanges.
187	Bicycle	-	SR 7/US 441	No	Other (please specify in the comment box below)	Periodic connections to neighborhoods are needed to promote the use of the greenway
4	Intersection	-	Nob Hill Rd	No	Other (please specify in the comment box below)	when school is in session, it is nearly impossible to make the southbound left onto nobhill rd. The traffic in the right lane backs up through the intersection. Even when the light turns green with the arrow, there isn't any place to turn.
12	Intersection	-	Nob Hill Rd	No	Other (please specify in the comment box below)	traffic backs up on Nobhill because of this light. This is a very expensive neighborhood. It seems like the neighborhood receives more green time than other areas.
89	Intersection	Roadway	Davie Rd	Yes	Other (please specify in the comment box below)	poor sineage. folks heading west to get on 595w now have a lane that bypasses the davie road light, problem is this is not well marked and after it the distance to merge to get on 595w is very short.
128	Intersection	-	Pine Island Rd	No	Other (please specify in the comment box below)	Need an earlier notice in the southbound lanes that this is a "turn only" lane.
133	Intersection	Safety	Davie Rd	Yes	Other (please specify in the comment box below)	Drivers don't see the divider for turn-only and head straight until the last minute. Been cut-off at the last minute several times. Usually by a speeding driver.
138	Intersection	Safety	University Dr	No	Other (please specify in the comment box below)	The stop signs were taken away from this intersection and I have seen too many close calls and they need to be put back.
147	Intersection	-	University Dr	No	Other (please specify in the comment box below)	Lots of congestion and chaotic traffic from Costco and the shopping center traffic. Very difficult to navigate this area without any stop signs or signals
171	Intersection	-	University Dr	No	Other (please specify in the comment box below)	Traffic backs up at this location AND traffic is entering this intersection from 4 directions. Traffic backups are from cars turning left into the Costco parking llot, cars Turning right and waiting in line for the Chick fil A drive through and Cars turning left from the shopping center to this road to access I595, Costco and University Drive
172	Intersection	Safety	University Dr	No	Other (please specify in the comment box below)	This intersection has only stop signs and many drivers fail to stop. There is always honking and yelling from drivers as each one believes they have the right of way. Traffic also backs up here and cars do not stop for pedestrians. This entire shopping center needs traffic improvements as it is a free for all and is stressful for drivers and pedestrians.
175	Intersection	Safety	University Dr	No	Other (please specify in the comment box below)	This street behind the shoppng centers backs up for dars trying to make a left turn onto Peters. There is also poor visibility and a very short tome window to make a left onto Peters. I expect this will get worse once the New apartment complexes Are open and rented.
177	Intersection	-	Pine Island Rd	No	Other (please specify in the comment box below)	It is impossible to make a left turn from this access roads on to Peters. There is much traffic congestion on Peters, and I expect this to only become worse once the new apartments and medical complexes are built and rented.
178	Intersection	Safety	University Dr	No	Other (please specify in the comment box below)	Cars run through these stop signs. I drive this roadway regularly during business hours and have almost been hit by other cars because they either fail to stop or do a rolling stop. I have also seen cars racing on this street.
245	Intersection	-	University Dr	Yes	Other (please specify in the comment box below)	Motorists wishing to go south on university regularly clog the intersection after traffic lights turn red, which then block right- and left-turning traffic coming from SR 84. Between 7-9 AM and 5-7 PM this occurs frequently.
254	Intersection	Roadway	University Dr	Yes	Other (please specify in the comment box below)	During peak traffic it is impossible to assess the lane assignments (thru, left, right, shared left, shared right) since the pavement messages are covered by the traffic density. It would be helpful to have supplemental overhead lane assignment signs further upstream on WB SR 84.
115	Intersection	-	Nob Hill Rd	No	Poor visibility	NB has a lot of lanes here that makes it unclear who is turning right and who is proceeding NB on Nob Hill. The cars in the WB to NB right turn sometimes pull right into traffic because it's hard to determine which lane NB vehicles are in.
77	Intersection	-	Pine Island Rd	No	Spend too much time at traffic signal	This intersection is always blocked. Now with the apts being built here it will only be worse.
101	Intersection	-	Pine Island Rd	No	Spend too much time at traffic signal	Traffic light timing not in sync with 84/595 lights and coupled with traffic flow it backs up quickly. Add the new apartment complex and Baptist Health Center for serious issues very soon.
123	Intersection	Roadway	University Dr	No	Spend too much time at traffic signal	Tremendous amount of congestion at University Blvd and State Road 84.

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135	Intersection	-	Pine Island Rd	No	Spend too much time at traffic signal	Intersection backs every day during afternoon rush hour.
146	Intersection	-	Pine Island Rd	No	Spend too much time at traffic signal	This intersection is a nightmare during peak hours. Also cars coming from Cornerstone and Renaissance Hotel make it incredibly worse.
152	Intersection	-	Pine Island Rd	Yes	Spend too much time at traffic signal	Pine Island Rd underpass for the I-595 is a bottleneck for traffic traveling north-south/south-north. Pine Island Rd. is 3 lanes each direction on both ends but the underpass is only 2 lanes in each direction. This causes several issues on both north and south approaches. During peak hours the queues on the southbound approach are so long that they exceed the spacing between intersections causing many gridlock issues in the area.
174	Intersection	Pedestrian	University Dr	No	Spend too much time at traffic signal	This intersection is very difficult for drivers exiting the shopping centers on to University. It can easily take over 5 minutes to make a right turn onto University due to traffic on Universityand the amount of cars leaving both shopping centers and all the apartments. For pedestrians, it is really dangerous as the cars exiting have only a very short time window and may not yield to pedestrians and bikes.
192	Intersection	-	36th Ave	Yes	Spend too much time at traffic signal	Traffic Backs up here in Peak hours, mostly in the evening.
196	Intersection	-	University Dr	Yes	Spend too much time at traffic signal	If there was an entrance to the shopping center off State road 84 (where whole food is) would make less traffic at the light on University going southbound ,
198	Intersection	-	Nob Hill Rd	Yes	Spend too much time at traffic signal	Too much traffic congestion turning left from S/B Nob Hill Rd onto E/B I-585.
200	Intersection	-	Davie Rd	Yes	Spend too much time at traffic signal	Traffic is backed up west bound resulting in cars quickly changing lanes into the far left lane causing accidents.
202	Intersection	Roadway	Pine Island Rd	Yes	Spend too much time at traffic signal	When exiting going East on Pine Island/University exit it would be helpful to mention on the sign before actually approaching the exit ramp that the left lane is Pine Island and the right lane in University. For motorist who don't know which lane goes where it can be very confusing.
205	Intersection	-	Pine Island Rd	Yes	Spend too much time at traffic signal	At peak hours it takes 2-3 light changes to go south on Pine Island from WB SR84
206	Intersection	-	Pine Island Rd	No	Spend too much time at traffic signal	Intersection is a nightmare at peak and sometimes off-peak hours. Three lanes narrow to two and then back to three. Turn lanes back up and traffic cannot get through.
232	Intersection	-	36th Ave	Yes	Spend too much time at traffic signal	With all the new residential building going on the nightmare that is Pine Island and 595 will be 100 times more congested. University and 595 is already too much. No one north of 595 can get out onto the highway in anything close to a timely manner. Sometimes there's no point n even trying but I work in Aventura (when there's no pandemic) or I shop at the Home Depot plaza south of 595. It's a horror with the new construction. City planning failed miserably by building all these rabbit warrens on Peters and Pine Island. 30 years I've lived here and it was very nice. But greed won and new taxes will come into the coffers but Plantation will not be a nice place to live.
233	Intersection	-	University Dr	No	Spend too much time at traffic signal	Need a right hand turn lane here. Also very very very busy at rush hour.
241	Intersection	-	University Dr	No	Spend too much time at traffic signal	Congestion with work time traffic. All do to over building in the area. To many apartments and people to be handled on roads.
246	Intersection	-	University Dr	Yes	Spend too much time at traffic signal	Needs right turn lane
247	Intersection	-	University Dr	No	Spend too much time at traffic signal	Making a left turn from Peters onto University between 7-9 regularly takes three to four lights of waiting due to congestion. Once the new apartment/condo complexes on Peters and Broward/University are finished I have every expectation that it will take double that. The congestion on University between Peters and SR 84 is out of hand.
256	Intersection	-	Hiatus Rd	Yes	Spend too much time at traffic signal	too much traffic, lack of synced lights
266	Intersection	-	Pine Island Rd	Yes	Spend too much time at traffic signal	Seriously
267	Intersection	-	Pine Island Rd	Yes	Spend too much time at traffic signal	Seriously?
271	Intersection	-	Nob Hill Rd	Yes	Spend too much time at traffic signal	What a mess!
312	Intersection	Roadway	Pine Island Rd	Yes	Spend too much time at traffic signal	Westbound 84 and Southbound Pine Island are always congested.
130	Intersection	-	University Dr	No	Turn lane backs up and blocks traffic	Too many cars trying to get into Chik-Fil-A - backs up onto roadway blocking traffic from turning into shopping plaza.
142	Intersection	-	Pine Island Rd	No	Turn lane backs up and blocks traffic	The intersection just north of 595 on Pine Island is constantly backed up through the intersection as the flow of traffic doesn't allow enough cars through on a green light so they block traffic or they miss the light.

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148	Intersection	-	Pine Island Rd	No	Turn lane backs up and blocks traffic	From 445pm till 630pm it is almost impossible to turn East without blocking the intersection. This situation will only get worse once the 2 new big constructions on the Cornerstone are finalized (Memorial Hospital and a new Residential building).
223	Intersection	-	Pine Island Rd	Yes	Turn lane backs up and blocks traffic	The right turn lane on the exit ramp to Pine Island Rd. can get backed up during rush hours because many drivers will not make a right turn on red when northbound traffic is clear.
298	Intersection	-	University Dr	No	Turn lane backs up and blocks traffic	Worst intersection in Plantation!! Unsafe and horrible. Chick-fila needs to move away from that corner. You can't even get into the plaza. Too many customers waiting to get into the drive through
111	Pedestrian	Bicycle	Nob Hill Rd	No	Missing sidewalk	Missing sidewalk on Nob Hill between Cleary and Broward adjacent to the single family home neighborhood. Without bike lanes, the eastern 5' sidewalk has to accommodate both pedestrians and bicycles.
112	Pedestrian	-	Nob Hill Rd	No	Missing sidewalk	No sidewalk on the eastern side on this stretch, which doesn't connect to the available sidewalk to the north side of Broward. Consistency is key to getting people out of their vehicles.
166	Pedestrian	-	SR 7/US 441	No	Missing sidewalk	Missing sidewalk also SR7 through SR7-595 interchange
188	Pedestrian	-	Davie Rd	Yes	Missing sidewalk	The greenway to nowhere
193	Pedestrian	Safety	36th Ave	No	Missing sidewalk	No sidewalk along here, dangerous for pedestrians, not much room to walk along this narrow strip.
265	Pedestrian	-	Pine Island Rd	Yes	Missing sidewalk	Are you kidding me, who would walk there?
268	Pedestrian	-	Pine Island Rd	Yes	Missing sidewalk	really? Would you walk here?
303	Pedestrian	-	SR 7/US 441	No	Missing sidewalk	There is no sidewalk from Riverland Road to Griffin Road
304	Pedestrian	-	Davie Rd	No	Missing sidewalk	Install the greenway on the ROW along with a bridge here and connect it to the Swell Lock and Greenway there via the pumphouse
186	Pedestrian	-	SR 7/US 441	Yes	Other (please specify in the comment box below)	The entire length of the greenway has little to no shade and many areas with very little separation from loud/fast moving vehicles, rendering the entire facility largely useless. Green lines on a map are great and all but they shouldn't be a punishment for the actual end user.
191	Pedestrian	-	Nob Hill Rd	No	Other (please specify in the comment box below)	No shade for end users, the sun stays to the south most of the year
71	Pedestrian	Safety	University Dr	Yes	Pedestrian crossing concern	I saw a smartly dressed man apparently walking from his home to a religious service one Friday evening. Over his clothing he wore a yellow safety vest. This visual made it clear that he perceived this area as dangerous to pedestrians. The issue is vehicles leaving and joining I-595 ramps, especially those making right turn movement.
85	Pedestrian	Roadway	SR 7/US 441	No	Pedestrian crossing concern	too much traffic on riverland road. this is a local road but folks use it as a shortcut to davie blvd to head downtown. measures need to be taken to reduce this traffic.
86	Pedestrian	-	SR 7/US 441	Yes	Pedestrian crossing concern	homeless camps in this area. people cross SR84 with no crossing assistance.
114	Pedestrian	Safety	Hiatus Rd	No	Pedestrian crossing concern	There are shrubs that block the sight triangle for this driveway. Cars are not able to see pedestrians until very late.
190	Pedestrian	-	University Dr	No	Pedestrian crossing concern	More connections to the greenway are needed
53	Pedestrian	Bicycle	University Dr	Yes	Sidewalk condition (needs maintenance, not wide enough, etc.)	Could we make the pedestrian walkways a nice experience, similar to the vehicles? It is miserable walking and biking through here.
10	Roadway	-	University Dr	No	Congested Area	This area is ridiculous. Traffic barely moves on University Drive and there is an intersection every few hundred feet. It often takes 10-15 minutes to go from Peter's rd. To Nova drive. There are simply too many high traffic businesses in to small of an area.
11	Roadway	Intersection	University Dr	Yes	Congested Area	tring to exit SR 84 onto university typically takes 3 or 4 light cycles. The traffic is bad.
50	Roadway	-	Pine Island Rd	No	Congested Area	This road gets backed up going south in the morning really bad.
51	Roadway	-	Nob Hill Rd	No	Congested Area	southbound traffic backs up in the morning. Making a left onto 84 is nearly impossible

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54	Roadway	Safety	36th Ave	Yes	Congested Area	The lights and stop signs cause reckless driving, the U-turn from southbound 84 has caused some issues. And to turn right toward sunrise from 84, that area is under construction, so I understand the light cycles are different. But many incidents have occurred.
68	Roadway	-	SR 7/US 441	Yes	Congested Area	Traffic spills back to I-95 ramps, blocking access to airport exit ramp.
80	Roadway	Intersection	University Dr	No	Congested Area	Logistics companies (e.g. Amazon) utilize kolsky blvd to access Davie Rd and 595. There does not appear to be sufficient intersection capacity to support this kind of use.
81	Roadway	Intersection	University Dr	Yes	Congested Area	Multiple light cycles required to clear this intersection (e.g. Davie Road).
106	Roadway	Safety	SR 7/US 441	Yes	Congested Area	There needs to be clearer signage when transitioning from West bound 595 to the Turnpike with more advanced notice to prevent people making last minute multiple lane changes
108	Roadway	-	SR 7/US 441	Yes	Congested Area	Something needs to be done here. This is the most congested area during the rush hour. In normal circumstances, it is already bad around 7:15am.
118	Roadway	-	SR 7/US 441	Yes	Congested Area	This location continues to be a bottle neck. Something must be done and I can only assume that once the new construction is finalized to separate the express lane I-95 north and south bound traffic, it will help to relieve the stacking of traffic at this interchange location.
127	Roadway	-	SR 7/US 441	Yes	Congested Area	Merging traffic does not have dedicated lanes. It would be better not to have merging lanes as it creates bottlenecks.
149	Roadway	-	Pine Island Rd	No	Congested Area	Traffic jam to go south, every day, late afternoon.
195	Roadway	Intersection	Nob Hill Rd	No	Congested Area	Traffic lights cause much of the congestion for being too long. The East/West traffic lights should not be more than 30 seconds for each leg, allowing the North/South traffic to be open longer and let cars pass through instead of waiting and wasting gas. Oftentimes, there are far fewer cars travelling East/West versus North/South. Please sync the lights so that vehicles can continually move N/S, instead of stopping at nearly every light causing the congestion. I estimate it takes an average 11 minutes to move from sunrise to 595 on Nob Hill, which is 5 minutes longer than it should take for the just over 2 miles because of the traffic lights alone.
197	Roadway	Intersection	University Dr	No	Congested Area	This intersection has extreme congestion from people turning into our out of Chick-fil-A. Traffic backs up onto Kolsky Blvd and Tower Shops Drive during peak hours to the point of a complete standstill. A traffic signal may increase the amount of traffic backing up towards University Drive. A traffic circle may help maintain some traffic flow by eliminating potential points of conflict.
199	Roadway	Safety	SR 7/US 441	Yes	Congested Area	Too confusing for traffic merging from SR 84 onto Turnpike. Also, traffic cant enter onto I595 until past Davie Rd causing massive congestion and numerous accidents
201	Roadway	Safety	Davie Rd	Yes	Congested Area	West bound cars come shooting across SR84 onto the entrance ramp to west bound I595 causing numerous multiple-car accidents.
208	Roadway	Safety	SR 7/US 441	Yes	Congested Area	This is a bad design during rush hour. Multiple lanes merge within a short distance. Two express lanes, existing 595 lanes, 441 merge all grind to a halt every morning during rush hour. People in the express lane cross dangerously over the painted area to cut into traffic at the same time that people on 595 cross over the painted area to cut in line ahead of the line of traffic. The amount of traffic for the area is too much. Bad design, dangerous, and no Sheriff's enforcement.
215	Roadway	Safety	SR 7/US 441	Yes	Congested Area	Severe congestion at rush hour where 95S ramp exits to 595 WB. Two lanes merging on to 595 WB. Smoother merging lanes should be considered to avoid possible accidents.
218	Roadway	Intersection	SR 7/US 441	Yes	Congested Area	SR 84 exit from 595 heading East almost always congested. Need to look at the two intersections on SR 84 just west of I 95 to allow for more efficient throughput.

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
219	Roadway	Safety	Davie Rd	Yes	Congested Area	Only one lane to get onto 595 West from 84 West. Multiple lanes feed that one lane for 595 West. Creates much "spearing" from other cars trying to "get in line" to get onto 595 West. Creates safety hazard for other drivers. Unsuspecting vehicles jetting in front of you and not sufficient time to break. The issue is difficult to troubleshoot as the roads were not designed for this volume of traffic and there is no way to widen the roads to accommodate the demand.
224	Roadway	-	Davie Rd	Yes	Congested Area	Need a continuous/free flow northbound Davie Road (right turn lane) to eastbound I-595 on ramp to minimize northbound queue that frequently backs up south of Reese Road.
225	Roadway	Safety	Turnpike	Yes	Congested Area	Hazardous weaving maneuvers sometimes occur between drivers continuing eastbound and drivers wanting to enter I-595 to Turnpike loop.
226	Roadway	Safety	Turnpike	Yes	Congested Area	Hazardous "last minute" maneuvers when drivers in inside lane of loop decide to switch to outside lane of loop (and vice versa) just prior to decision point between taking northbound and southbound Turnpike ramp.
228	Roadway	-	SR 7/US 441	Yes	Congested Area	The traffic merging onto I-95 from I-595 whether it is to go north or south on OI-95 its awful most of the time in both directions
238	Roadway	-	University Dr	No	Congested Area	Very long wait to turn left in mornings
248	Roadway	-	University Dr	No	Congested Area	Congestion on University between Peters and SR 84 every day between 7 AM and 9 AM, and 5:00 PM and 7:00 PM, is out of control. Same on Pine Island between Peters and SR 84. There needs to be a way to get south in the middle, for all those people about to move into the new complexes on Peters, before things get even further out of hand.
250	Roadway	Safety	Nob Hill Rd	No	Congested Area	Motorists are regularly confused and making last minute aggressive maneuvers when trying to exit 595 to University Dr but inadvertently continue in the right most lane bringing them to SR 84 / Pine Island. They then make last minute lane switches to the outermost right lane to continue towards University Dr.
251	Roadway	Safety	36th Ave	No	Congested Area	A lot of last minute merging in multiple ways from confused motorist not realizing which lanes continue to where. Very aggressive and abrupt lane changes occurring regularly
257	Roadway	Intersection	Hiatus Rd	Yes	Congested Area	Way too much traffic, lack of cohesive traffic lights
259	Roadway	-	Nob Hill Rd	Yes	Congested Area	Way to congested
260	Roadway	-	Pine Island Rd	Yes	Congested Area	Way too congested
262	Roadway	Intersection	University Dr	Yes	Congested Area	Way too congested, traffic lights stink.
294	Roadway	Safety	Flamingo Rd	Yes	Congested Area	Cars coming off 595 and cars coming on the 595. Very dangerous!!!!!!
297	Roadway	Safety	University Dr	No	Congested Area	Absolutely the worst area in plantation. Unsafe! Chic-Fila needs to be moved and out of that corner.
300	Roadway	-	University Dr	No	Congested Area	Traffic is so bad on university! Needs improvement
308	Roadway	Safety	SR 7/US 441	Yes	Congested Area	To many lanes are merging too close to multiple entrance ramps and upcoming exit ramps.
309	Roadway	Safety	Turnpike	Yes	Congested Area	To many lanes merging in different directions and in too short of a distance.
314	Roadway	Intersection	Pine Island Rd	Yes	Congested Area	Have to wait at this light all the time if coming from University. Wish I could just get on the highway.
315	Roadway	-	University Dr	No	Congested Area	PLEASE give me an on ramp to 595 West PLEASEEEE
136	Roadway	Safety	SR 7/US 441	Yes	Missing or confusing signs	The signs for I-95 to Miami cause most drivers to get over into the far right lane, only to then realize they need to move over at least one lane to avoid getting onto I-95 N. I've seen countless times when a driver will serve over the paint without looking to avoid getting onto the I-95 N ramp. If the I-95 S sign put the cars into the third lane from the right it would allow the I-95 S traffic to pass by the I-95 N ramp safely and then begin to merge right to their ramp after passing by the I-95 N ramp.
204	Roadway	Intersection	Pine Island Rd	No	Missing or confusing signs	No indication that left lane becomes turn only until you get to the intersection
207	Roadway	-	Pine Island Rd	Yes	Missing or confusing signs	lanes are misalligned and confusing SB Pine Island
209	Roadway	Safety	Pine Island Rd	Yes	Missing or confusing signs	When heading Northbound on Pine Island Road, the white stripes on the road before the underpass, do not align with the white stripes on the road after you are coming out from under the underpass. A driver in the right hand lane driving before the underpass, is not sure whether they should shift toward the center lane or suddenly merge with traffic coming onto Pine Island Road from SR84. I have seen several near miss crashes in this location.

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
305	Roadway	-	SR 7/US 441	Yes	Missing or confusing signs	Drivers continually get onto to the N/B exit for 441 and then reverse down the ramp because they meant to go S/B on the 441 exit. Install better signage and install a guardrail so they cant drive across the median
310	Roadway	-	Turnpike	Yes	Missing or confusing signs	Too confusing and lack of information on which way to go for i95.
76	Roadway	-	Pine Island Rd	No	Other (please specify in the comment box below)	The 3 southbound lanes turn into 2 southbound lanes with a dedicated right turn lane just north of the bridge. PIR south of 595 is 3 lanes. They need to redo the bridge so there are 3 S/B lanes that feed into PIR south of 595 and a new dedicated right turn lane. This will facilitate a need to expand the bridge
87	Roadway	Safety	SR 7/US 441	Yes	Other (please specify in the comment box below)	dangerous merge. traffic from 441s to 595 have a blind merge follwed shortly by a fork to take turnpike north or 595 west.
103	Roadway	-	SR 7/US 441	Yes	Other (please specify in the comment box below)	No access to WB 595 from WB SR84 until after Davie Rd Make Davie Rd exit part of 8-9A-9B Make both left lanes of 595 WB exit only east of exit 8-9A-9B Also there is no access to Express Lanes on 595 or 95 from Marina Mile (SR84) without traveling in the opposite direction of your destination.
107	Roadway	Safety	Turnpike	Yes	Other (please specify in the comment box below)	To take the Davie Rd exit, cars from 595 need to get to the right line and it is too dangerous as the road for the exit is too short and at the same time two lines are coming onto 595.
109	Roadway	-	Davie Rd	Yes	Other (please specify in the comment box below)	Here should be exit to 595 from Davie Rd. The current exit from Davie Rd takes the motorist through exit that has roads going to toll road, 441, and 84...but no option directly to 595.
145	Roadway	-	36th Ave	Yes	Other (please specify in the comment box below)	As a vehicle enters 595 East from 136th Ave, it is very difficult to merge onto 595 as the entrance lane is also an exit only lane for Flamingo Rd, and then one lane to the left becomes an exit only lane for the next exit (Hiatus Rd).
151	Roadway	Intersection	Pine Island Rd	Yes	Other (please specify in the comment box below)	There is an excessive offset when traveling northbound through the intersection of Pine Island Rd. and SR-84. I travel through here daily and have learned to use the outer lanes because when traveling on the inner lanes other cars mistakenly merge into your lane due to the unnatural offset through the intersection. Seems to me the northbound approach to the intersection needs to be realigned to the receiving road to the north of the intersection (under I-595 bridge). Alleviating this condition will likely require relocation of the cantilever guide sign structure on the SE corner of the intersection.
203	Roadway	-	36th Ave	Yes	Other (please specify in the comment box below)	Need a exit to "SW136 Ave" from 595
210	Roadway	-	36th Ave	Yes	Other (please specify in the comment box below)	On the Southeast intersection of SW 136 Ave and SR84, there is a turn lane to turn to the right which sharply yields directly into traffic. This area is very small and sharp and several drivers quickly stop short when they realize they are being thrown directly into traffic. A driver in this area needs to watch 3 things when approaching this small and sharp yield area: 1) incoming traffic heading east on SR84, 2) drivers turning left from the underpass, and 3) drivers coming thru the u-turn area below the underpass. Due to so may moving areas, drivers often stop short. In addition, this area of roadway just after the yield, quickly provides the entrance to I-595 and many drivers are accelerating to be able to make it onto the highway in time before the I-595 entrance lane runs out.
222	Roadway	-	University Dr	No	Other (please specify in the comment box below)	Area is very congested especially at peak hours as well as after school. A roundabout was installed but really needed extra lanes. School busses have difficulty getting in and out of the roundabout - seems to be to small diameter.
249	Roadway	-	Hiatus Rd	Yes	Other (please specify in the comment box below)	Very difficult are for merging form Westbound SR 84 onto Westbound 595.

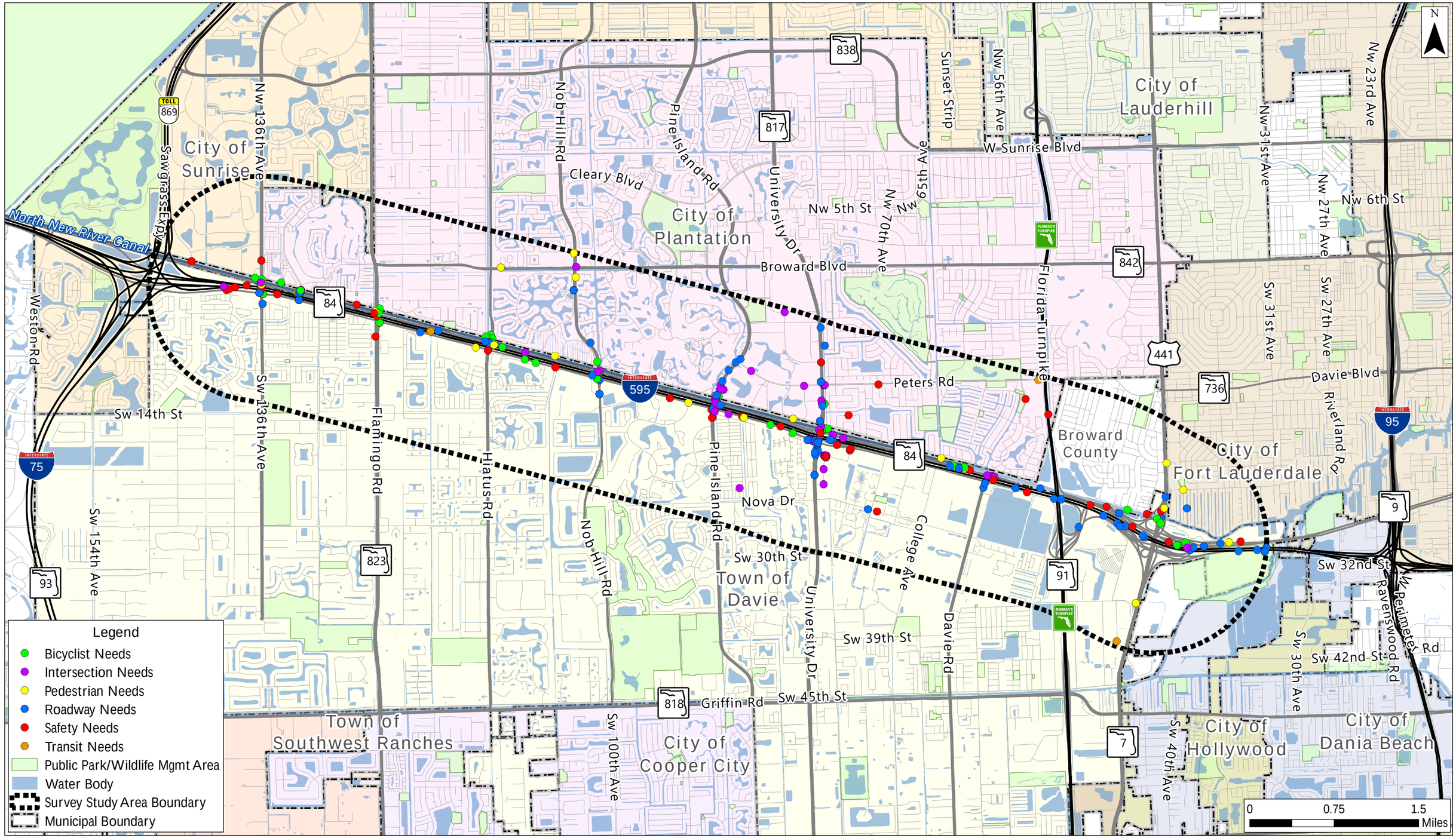
Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
301	Roadway	-	University Dr	Yes	Other (please specify in the comment box below)	Needs to be an exit to get out of this plaza. I would go to these stores more often if the traffic wasnâ€™t so bad getting in and out.
302	Roadway	-	Pine Island Rd	No	Other (please specify in the comment box below)	S Pine Island Road, southbound from Peters Road is 3 through lanes but when you approach SR 84 it reduces to 2 through lanes and a dedicated right turn lane. S Pine Island Road south of SR 84 was redone and it is 3 through lanes. The bridge needs to be expanded to accomodate 3 through lanes plus a deidctaed right turn lane.
306	Roadway	Safety	SR 7/US 441	No	Other (please specify in the comment box below)	Drivers continually make U Turns across the median. Install raised curbs, medians guardrails to prevent this
313	Roadway	-	SR 7/US 441	Yes	Other (please specify in the comment box below)	Please Extend the expressway to i95 regular and Expressways. A major problem is people leaving i595 and cross the entire i95 from right lane to the express lanes. Connecting the 2 express lanes will cause less congestion and close call Collisions because of the quick far left entrance of the i95 express lanes.
69	Roadway	-	SR 7/US 441	Yes	Poor physical roadway condition (pavement, markings, landscaping, driveways, etc.)	pavement marking to I-595 will be helpful.
83	Safety	Roadway	Turnpike	Yes	Other (please specify in the comment box below)	Cars coming from 441 northbound to 595 westbound should be going 35mph according to signs, and have about 300ft to merge with cars traveling much faster on 84 westbound. There is no visibility to see cars you will need to merge with until you're there, the speeds are different and there is no time to match speeds and merge. Cars and semis from 84 are trying to merge left, while cars and semis from 441 are trying to merge right in an incredibly short distance. I have witnessed accidents, cars get suck in the gap between the end where the two exits are, and even been prevented from merging by being boxed in. It's a poorly designed exchange.
157	Safety	Pedestrian and Bicycle	SR 7/US 441	No	Other (please specify in the comment box below)	Opportunity to connect community with New River Greenway
170	Safety	Pedestrian and Bicycle	Flamingo Rd	No	Other (please specify in the comment box below)	Future Greenway Connection Flamingo Rd (595 to south county line)
217	Safety	Roadway	University Dr	Yes	Other (please specify in the comment box below)	Need to have signage indicating exits to SR 441 and Turnpike way in advance of exits. Too many times I have seen confused motorists not knowing where to get off because signage is too close to actual exits. Also have drivers speeding on 595 lane and then cutting in to try to get off exit because they lack the patience to wait. Always a bottleneck here at these exits which can be remedied with advanced signage indicating exits and maybe poles to prevent drivers from cutting off other drivers when they choose not to wait.
132	Safety	Roadway	University Dr	Yes	Poor visibility	Heading east onto SR 84, difficult to see oncoming traffic due to speeding vehicles and height of hedges at Costco gas station.
167	Safety	Roadway	Davie Rd	Yes	Poor visibility	Hidden right turn driveway into Sewell Lock Park. Better signage is needed.
125	Safety	Roadway	Turnpike	No	Unsafe condition for bicyclists or pedestrians	Need to enforce speed limits through here--have seen speeding motorcyclists and others jeopardizing safety of people going to and from park and high school.
126	Safety	Roadway	Turnpike	No	Unsafe condition for bicyclists or pedestrians	Have seen speeding motorcyclists and motorists along this stretch from Peters into the neighborhood; dangerous for people coming in and out of park and high school.
153	Safety	Roadway	36th Ave	No	Unsafe condition for bicyclists or pedestrians	Additional signage, beacon, stop sign is, or rumble strips needed to alert motorists that they are approaching/crossing over the New River Greenway.
158	Safety	Pedestrian and Bicycle	University Dr	No	Unsafe condition for bicyclists or pedestrians	Wider sidewalks and buffered bike facility needed on Nova Dr. as connection to SFEC
159	Safety	Pedestrian and Bicycle	University Dr	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
160	Safety	Pedestrian and Bicycle	Pine Island Rd	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595
161	Safety	Pedestrian and Bicycle	Nob Hill Rd	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595
162	Safety	Pedestrian and Bicycle	Hiatus Rd	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595
163	Safety	Pedestrian and Bicycle	Flamingo Rd	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595
164	Safety	Pedestrian and Bicycle	36th Ave	Yes	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped crossings below I-595
165	Safety	Pedestrian and Bicycle	SR 7/US 441	No	Unsafe condition for bicyclists or pedestrians	Unsafe and difficult bike/ped section through SR7-I595 interchange
169	Safety	Bicycle	University Dr	No	Unsafe condition for bicyclists or pedestrians	This area is used as an acceleration lane for I-595 eastbound ramp. It is very unsafe for bicyclists in the conflict zone.
55	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	When merging onto 595 east off 84 and cars going 595 east to take the flamingo road exit.
56	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	Ingress traffic from different highways in merging lanes that end to soon towards the bottleneck that forms at Flamingo exit at super high speeds creating an unsafe condition. High speeds are very concerning in this area.
57	Safety	Roadway	University Dr	Yes	Unsafe condition for motorists	Vehicles entering the high way at high speeds, an vehicles slowly coasting to exit lanes at the smae time, again creating a hazzard for others. Speeding is the number one concern
58	Safety	Roadway	Pine Island Rd	Yes	Unsafe condition for motorists	vehicles exiting towards pine island and university most of the time crisscrossing and cutting off pother vehicles at the very last moment thus creating a angerous situation. Speed is also a concern here.
61	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	From I-75 NB to the Express Lanes, cutting the lanes of traffic is hard sometimes since you have to cut off some people that came in from I-75 SB
64	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	Eastbound - merging ramps to mainline with too many car weaving on mainline. #unsafe driving conditions. Certain segments have poor lighting. The eastbound segment between I-75 and Flamingo Rd noticed road debris and flying debris (eg. mattress, bed frames, scrap metal pieces) in the inside lanes causing safety issues.
67	Safety	Roadway	SR 7/US 441	Yes	Unsafe condition for motorists	weaving issue
70	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	From I-595 Express WB to I-75 SB, the sign advising if the I-75 Express lanes are open is positioned just before the regular I-75 SB ramp. It should be located further east so it is not a last-minute decision as to which lane to be in.
72	Safety	Roadway	University Dr	No	Unsafe condition for motorists	At peak retail hours these is considerable congestion at this location and conflicts at the stop sign on the access roadway leading from Costco to University
74	Safety	Roadway	36th Ave	No	Unsafe condition for motorists	Left turn into Ikea is dangerous during PM peak hour, because southbound lanes are backed up from I-595. Left turns cut across two lanes of stationary vehicles and one lane of free flowing vehicles heading to SR 84 westbound.
75	Safety	Roadway	Pine Island Rd	No	Unsafe condition for motorists	Needs better signage to indicate right turn only lane. Often drivers swerve into next lane at the last moment, as they realize they cannot go straight.
91	Safety	Roadway	University Dr	No	Unsafe condition for motorists	entrace for costco gas too close to intersection, drivers often have to skid to stop if a driver needs to turn into costco. entrace should be relocated.
92	Safety	Roadway	Turnpike	Yes	Unsafe condition for motorists	Very sharp turn with limited markings to reduce speed other than one sign way before the turn. As a connector between high speed interstate roads it should be better marked.
100	Safety	Roadway	University Dr	No	Unsafe condition for motorists	Cars consistently turn right onto University South as oncoming traffic increases speed too get on 595 ramp.

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
105	Safety	Roadway	SR 7/US 441	Yes	Unsafe condition for motorists	45 mph speed limit not enforced on SR84 east and west at FL Turnpike. There are may lane choices that need to be made in a short distance between Davie rd and 441. Most motorist are still driving at 595 speeds (70+ mph) in this area.
113	Safety	Intersection	Flamingo Rd	Yes	Unsafe condition for motorists	This turn lane does not provide enough capacity for stacking cars to make the right turn and out of desperation during morning and afternoon rush hour people tend to make an illegal right turn from the north bound lane. They do not want to wait for 3-4 light changes to make the right turn to go east bound along SR 84.
131	Safety	Intersection	University Dr	Yes	Unsafe condition for motorists	During peak travel times, cars heading south or east block intersection.
137	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	Having to merge while looking out for the next exit is dangerous.
141	Safety	Intersection	University Dr	No	Unsafe condition for motorists	Turning west onto Peters Road from New Orleans Villas can be impossible during peak traffic hours as there is no break in the traffic to get all the way across and drivers make dangerous attempts to get across. This will only get worse when the apartments being built around University and Peters are occupied.
154	Safety	Pedestrian and Bicycle	36th Ave	No	Unsafe condition for motorists	A crosswalk is needed. Additional signage, beacon, stop sign is, or rumble strips needed to alert motorists that they are approaching/crossing over the New River Greenway.
155	Safety	Pedestrian and Bicycle	Flamingo Rd	No	Unsafe condition for motorists	A crosswalk is needed. Additional signage, beacon, stop sign is, or rumble strips needed to alert motorists that they are approaching/crossing over the New River Greenway.
180	Safety	Intersection	University Dr	No	Unsafe condition for motorists	Cars trying to make a left turn onto SW 10 St here can easily wait 10 minutes. Southbound traffic is routinely backed up beyond this point and the only way to cross University on to SW 10 is to drive between the stopped cars waiting for the University/Peters traffic light to turn green. This happens at all hours of the day as I frequent this area for work and on weekends.
194	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	Drivers are changing lines at the very last minute because signalling on the fork that goes to I-75 N, I-75 S and Sawgrass Expressway is confusing. Requires better signalling with enough anticipation to identify the correct lines and avoid confused drivers to take last second decision on what line must be used.
213	Safety	Roadway	Nob Hill Rd	Yes	Unsafe condition for motorists	Speed limit not well enforced at any time of the day on 595. Some drivers are driving at 55 mph and some zoom past at 90+ mph (not including the speeding motorcyclists).
214	Safety	Roadway	36th Ave	Yes	Unsafe condition for motorists	When exiting the off ramp from Sawgrass south bound to Expressway to 595 east bound, Navigating to the Express lane on the far left is a common hazard and safety concern. At highway speeds, from the time you enter the highway on the far right and have to cross 5 lanes of traffic to reach the express lane entrance has proven to be dangerous many times. Many drivers will try cross over right away to make that express lane entrance in time. Some will wait until they are almost to that entrance and make a last second turn. Both of these maneuvers can be dangerous. The problem again is where you enter the highway and where you have to cross every lane to make the express lane entrance at highway speeds comes up to fast. To slow traffic at in this area to allow more time to cross lanes, would not suffice. This would create a bottle neck and most drivers plain and simple would not adhere to a reduction in speed in this area. While very costly, there should have been an overpass built during the I-595 project a couple of year ago, allowing cars to safely and seamlessly traverse over the highway upon exiting the ramp and travel into the express lanes. Traveling this road 5 days a week on average for the last couple of years has allowed me to experience this traffic design flaw. If driven multiple times for testing purposes, the problem will be easily realized. Thank You
216	Safety	Roadway	Davie Rd	Yes	Unsafe condition for motorists	I have seen cars trying to come off the Express lanes and going across 3 to 4 lanes to try to get onto SR 84. Very dangerous!

Map ID #	Needs Category	Possible Overlapping Category	Nearest North-South Roadway	Within I-595/SR 84 ROW?	Needs Subcategory	Comment
252	Safety	Roadway	Pine Island Rd	No	Unsafe condition for motorists	1) Poor line of sight due to curvature of SB Pine Island and landscaping in the median. 2) NB to WB left turning vehicles often stick out into the inside SB lane causing vehicles on SB Pine Island to stop abruptly or swerve into adjacent lanes to avoid a collision. 3) Left turning drivers are at times stuck in the middle of Pine Island trying to negotiate the gaps in the SB Pine Island traffic and the drivers turning right into Pine Island Plaza.
253	Safety	Roadway	Pine Island Rd	Yes	Unsafe condition for motorists	SB Pine Island lane alignment approaching the EB SR 84 intersection is confusing for the EB SR 84 traffic turning RT onto Pine Island. This causes vehicles turning RT onto Pine Island to begin to accelerate to enter Pine Island, then hesitate and hit their brakes. This leads to rear end fender benders.
258	Safety	Intersection	Hiatus Rd	Yes	Unsafe condition for motorists	too much traffic, lack of cohesive traffic signals, congested area.
261	Safety	Intersection	University Dr	Yes	Unsafe condition for motorists	Way too congested, traffic lights stink.
269	Safety	Roadway	Pine Island Rd	Yes	Unsafe condition for motorists	Seriously would you drive here? too congested
299	Safety	Intersection	University Dr	No	Unsafe condition for motorists	Very unsafe intersection
311	Safety	Roadway	Turnpike	Yes	Unsafe condition for motorists	The exit from 595 into 441/Turnpike is a difficult exit and merge.
124	Transit	-	Turnpike	No	Bus shelter and bench needed	We really need bus shelters along Peters Road and all BCT routes; it's just way too hot way too often to sit (or stand) at a bus stop waiting without built-in shade all day long.
52	Transit	-	Flamingo Rd	Yes	Other (please specify in the comment box below)	I thought we were supposed to have transit along the median. Why do we have 3 highways right next to each other: express lanes, I-595 and SR 84. We have too many roads. It's time to rethink and make better use of the land so that it benefits everyone, not just those who can afford to drive and pay tolls.
227	Transit	-	SR 7/US 441*	No	Other (please specify in the comment box below)	Griffin Road has no true bus line out west. #4 goes Federal Hwy to 30th Ave and just the free bus from Tri-Rail to the colleges. NOTHING to University or Flamingo Road. Sheridan stops at University. Pretty sad if you ask me.

* *Comment was submitted to the study team via email. It applies to an area outside of the immediate survey study area, but was added to the boundary because it relates to transit services near the study area.*

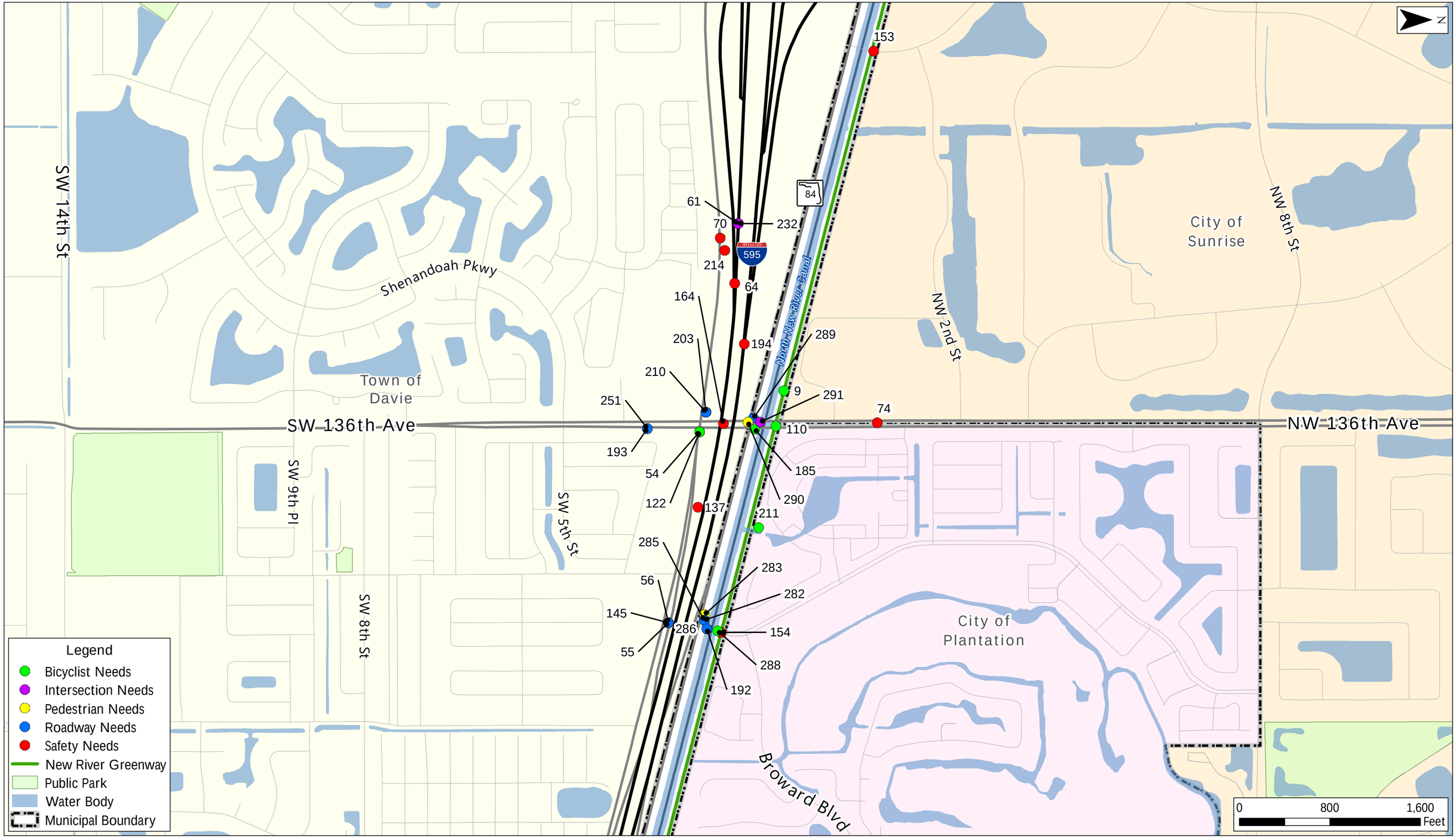


Broward MPO Metropolitan Planning Organization | FDOT

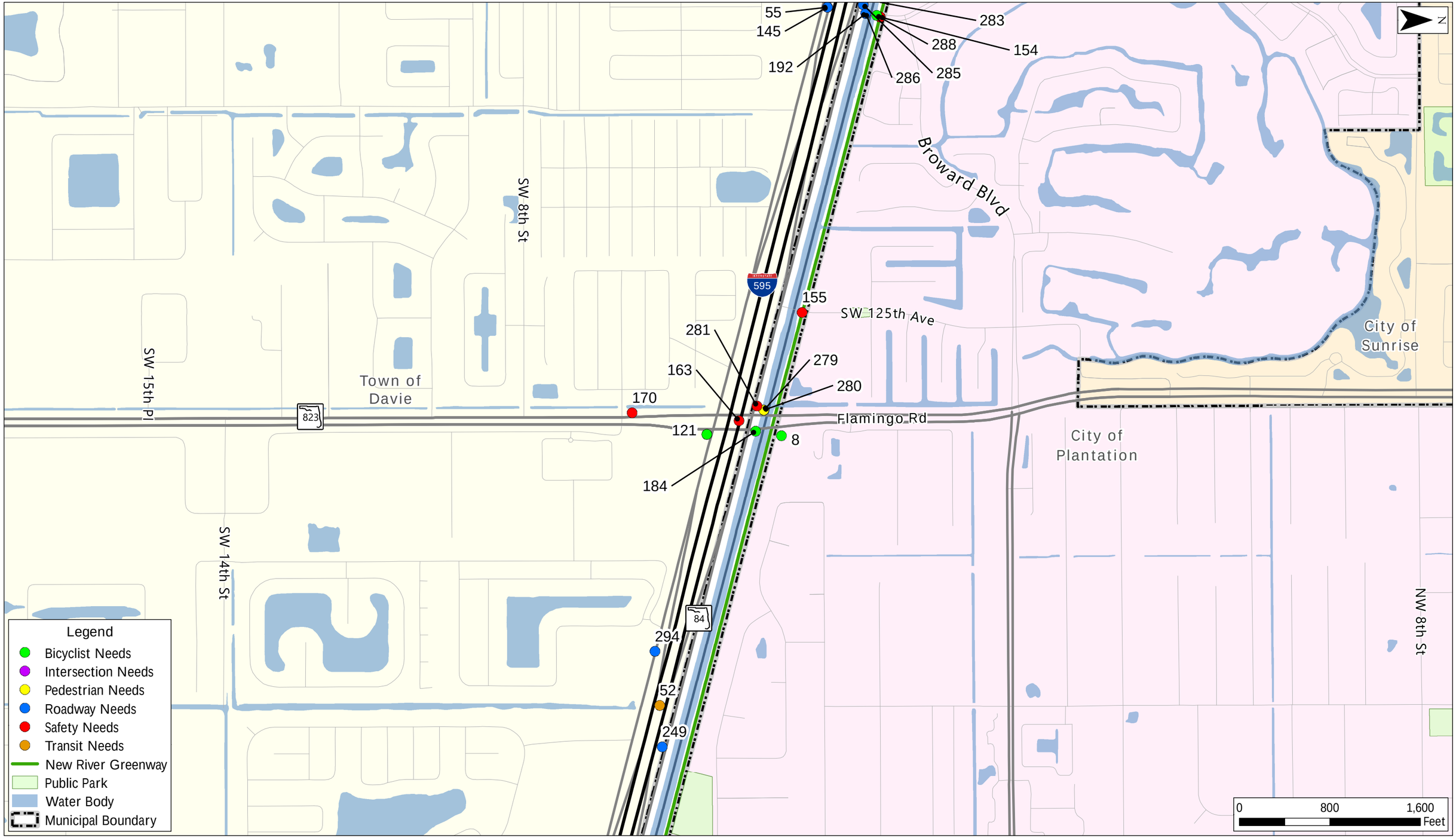
Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Survey Point Locations - Study Area

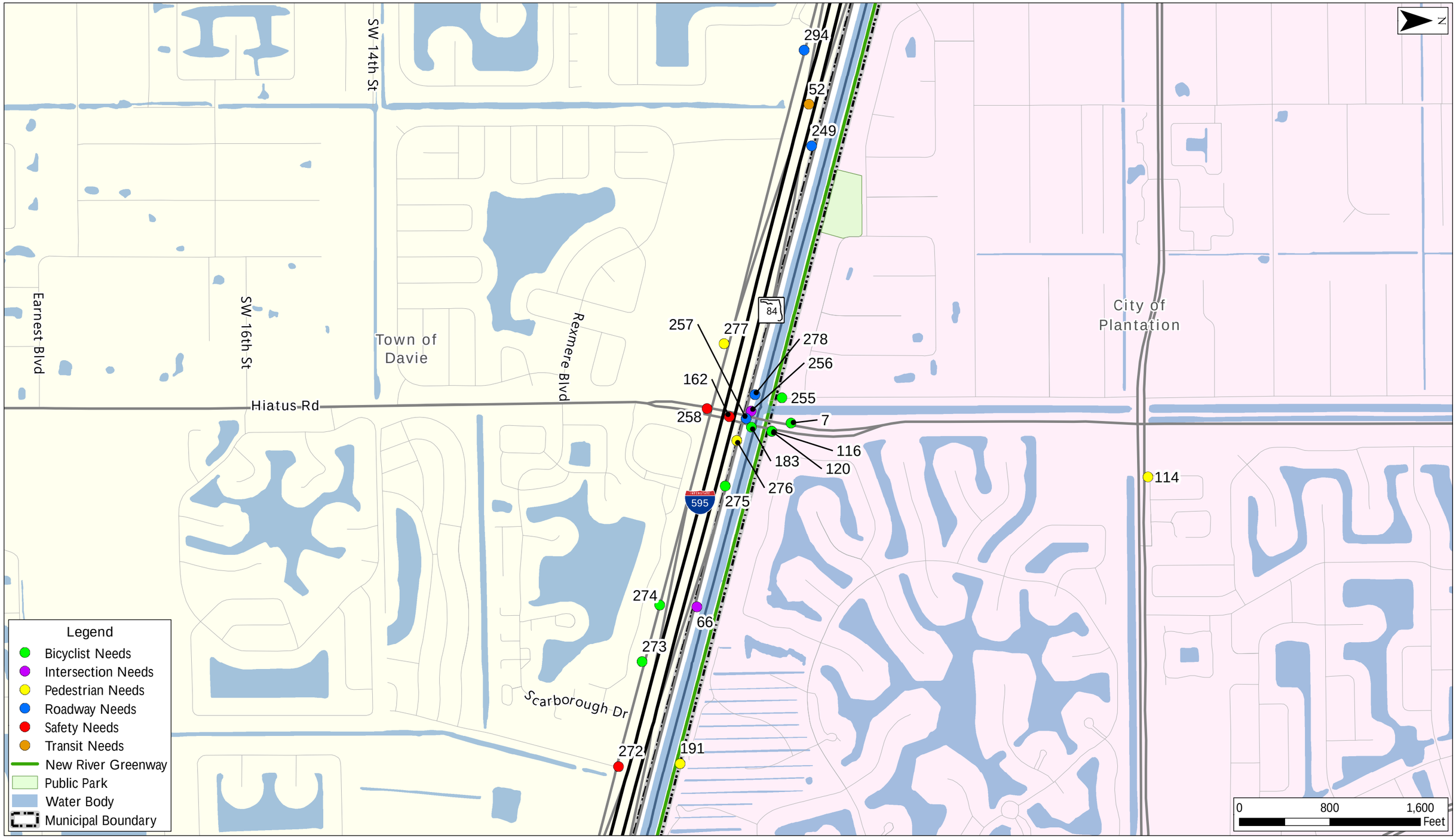
Sheet 1 of 1
August 2020



Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 1 of 8 *August 2020*



Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 2 of 8 *August 2020*

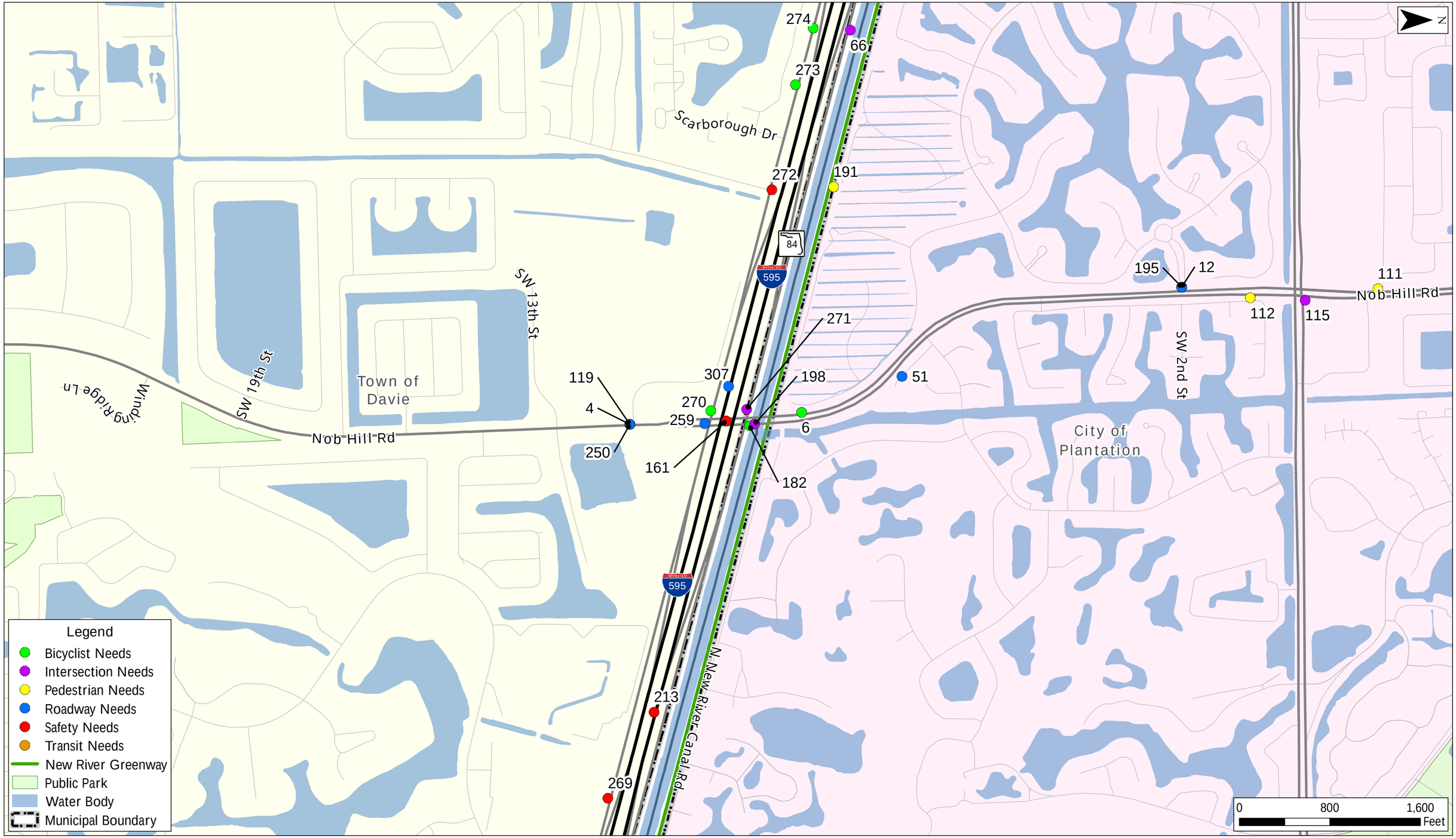


Broward MPO Metropolitan Planning Organization | FDOT

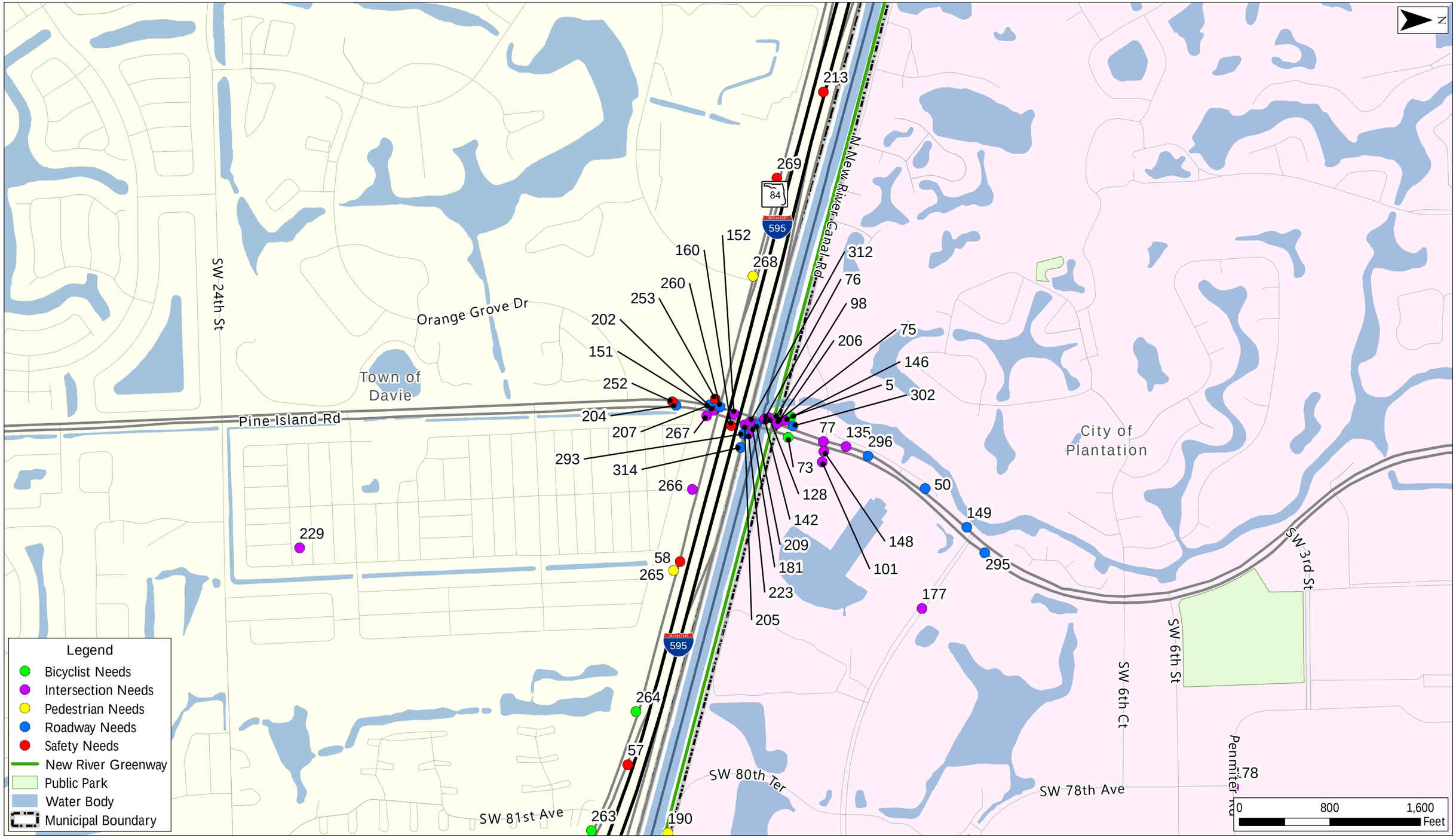
Arterial Connectivity Study Along I-595
FM# 441954-1-12-01

Survey Point Locations - Arterials

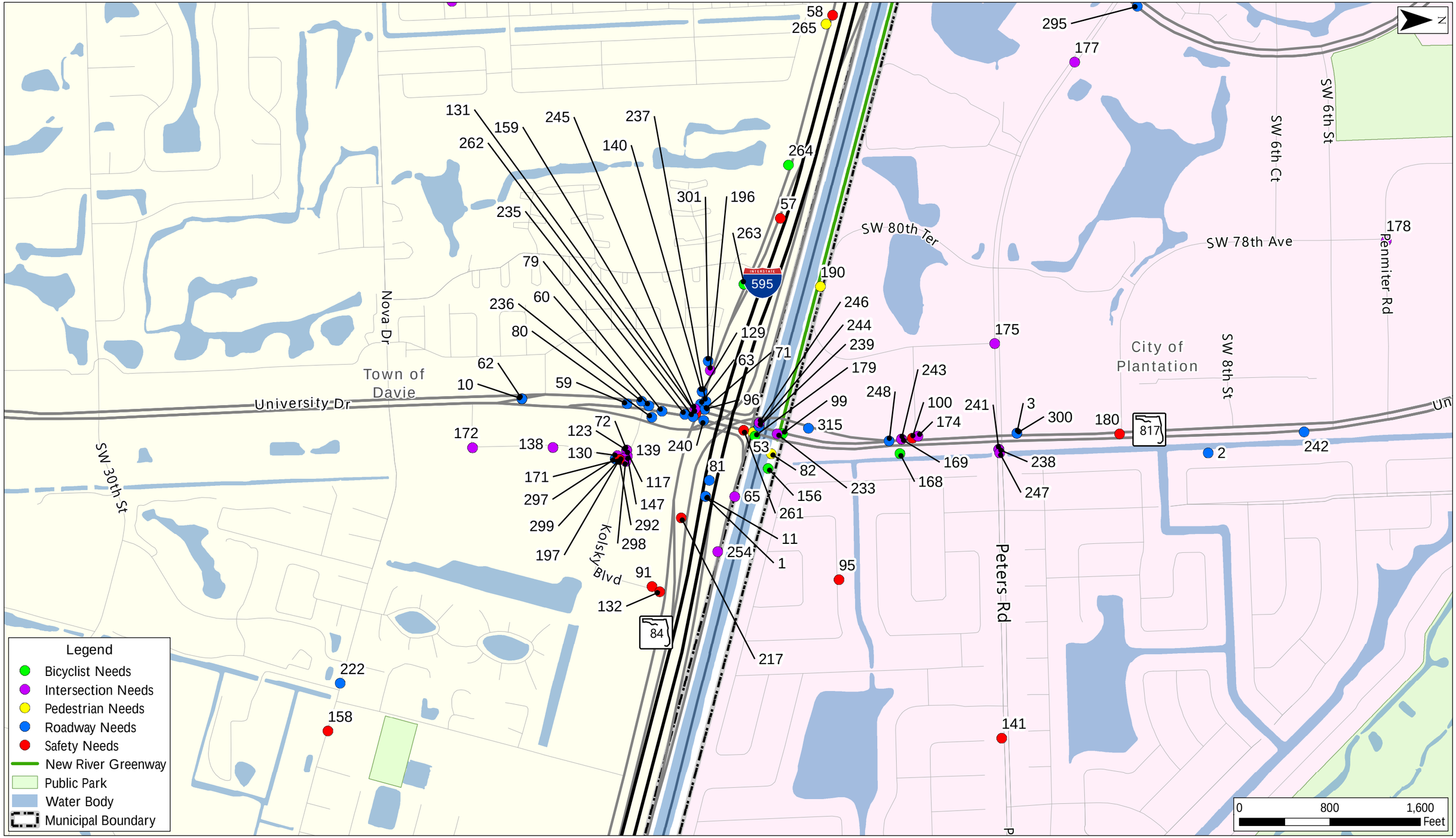
Sheet 3 of 8
August 2020



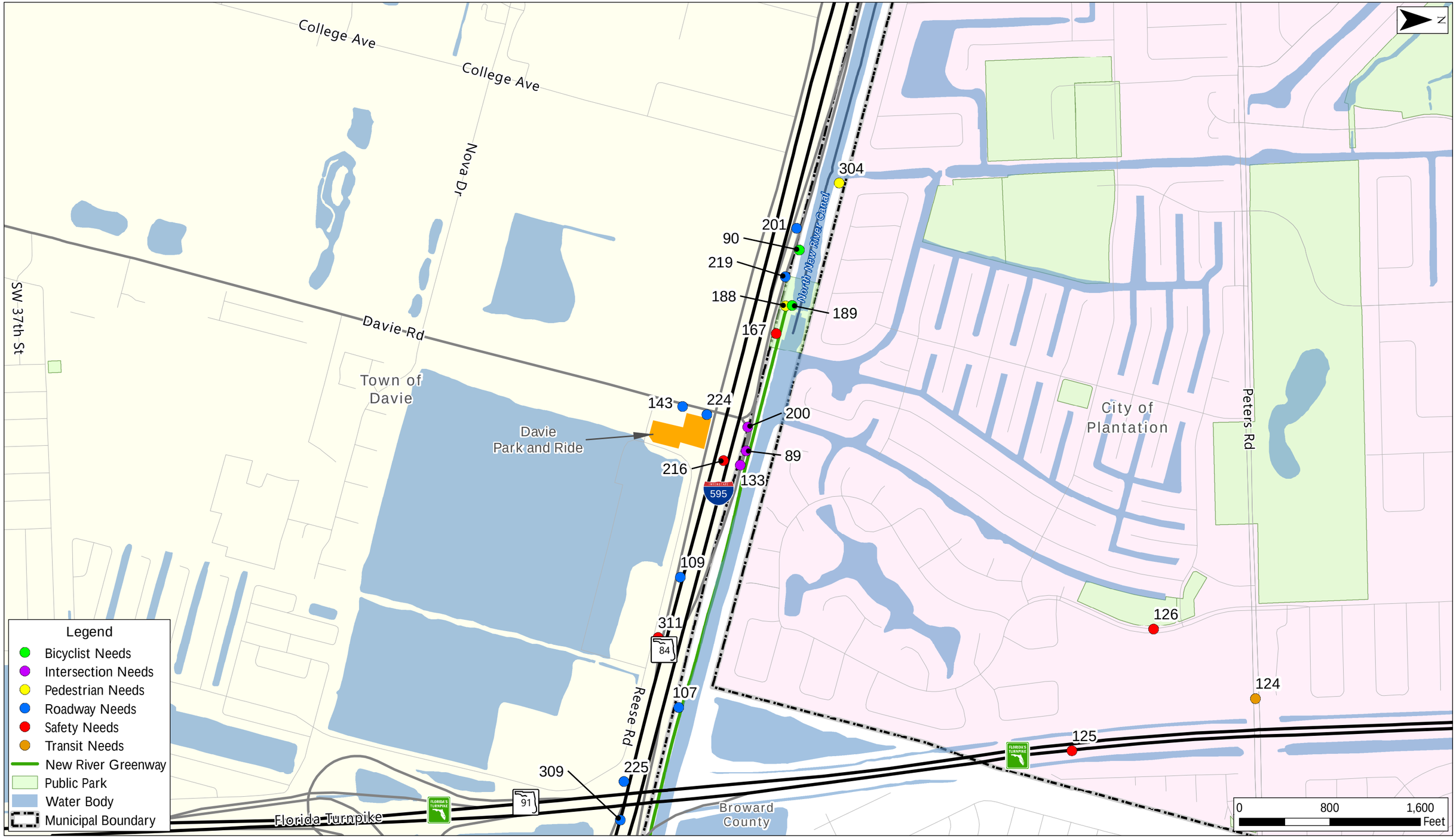
Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 4 of 8 *August 2020*



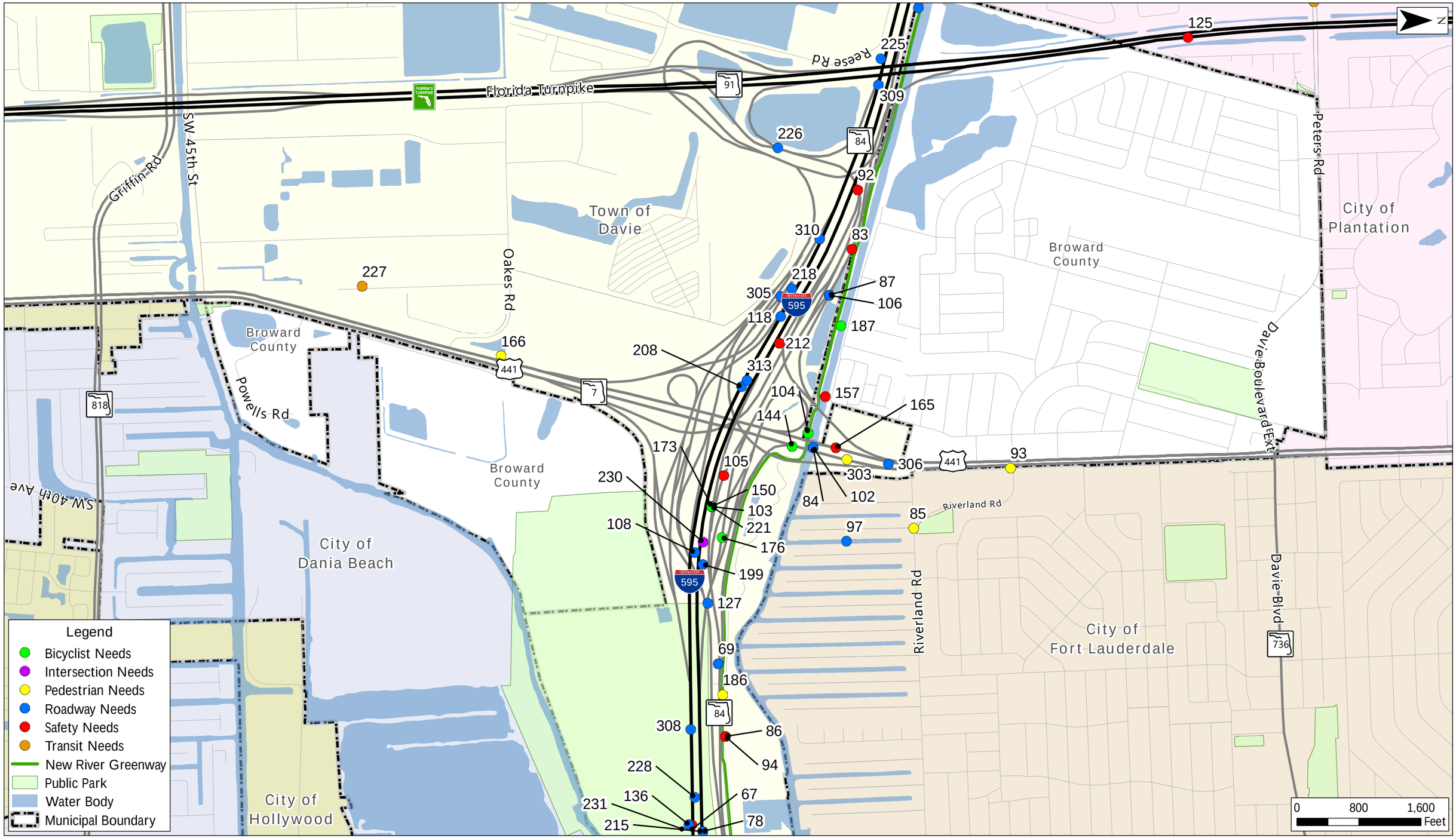
Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 5 of 8 *August 2020*



Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 6 of 8 *August 2020*



Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials	Sheet 7 of 8 *August 2020*



Broward MPO Metropolitan Planning Organization / FDOT	Arterial Connectivity Study Along I-595 FM# 441954-1-12-01	Survey Point Locations - Arterials

Sheet 8 of 8
August 2020

Appendix C - Complete List of ZIP Codes Received

Home ZIP Code Work ZIP Code	Number of Corresponding Work ZIP Codes Reported
Home ZIP Code 33328	
33309	2
33325	1
33301	1
33122	1
33324	1
Work ZIP Code not reported	1
Home ZIP Code 33317	
33324	2
33301	1
33314	1
33317	1
Work ZIP Code not reported	1
Home ZIP Code 33312	
33324	1
33317	1
33309	1
33312	1
Home ZIP Code 33326	
33301	1
33326	1
33324	1
Work ZIP Code not reported	1
Home ZIP Code 33331	
33024	1
33324	1
33301	1
Home ZIP Code 33322	
33312	1
33331	1
33324	1
Work ZIP Code not reported	1
Home ZIP Code 33325	
33324	1
33325	1
Work ZIP Code not reported	1
Home ZIP Code not reported	
33324	1
33301	1
Home ZIP Code 33027	
33309	2

Home ZIP Code Work ZIP Code	Number of Corresponding Work ZIP Codes Reported
Home ZIP Code 33351	
33315	1
33132	1
Home ZIP Code 33024	
33009	1
Home ZIP Code 33066	
33130	1
Home ZIP Code 33026	
33324	1
Home ZIP Code 33316	
33331	1
Work ZIP Code not reported	1
Home ZIP Code 33327	
33317	1
Work ZIP Code not reported	1
Home ZIP Code 33332	
33325	1
Home ZIP Code 33304	
33065	1
Home ZIP Code 33308	
33056	1
Home ZIP Code 33015	
33309	1
Home ZIP Code 33323	
33301	1
Work ZIP Code not reported	1
Home ZIP Code 33324	
33322	1
Work ZIP Code not reported	1
Home ZIP Code 33321	
33309	1
Home ZIP Code 33314	
Work ZIP Code not reported	1
Home ZIP Code 33301	
Work ZIP Code not reported	1
Home ZIP Code 33309	
Work ZIP Code not reported	1