



**SOUTH FLORIDA EAST COAST (FEC)
ALTERNATIVES ANALYSIS**

F.M. NO. 417031-1-22-01

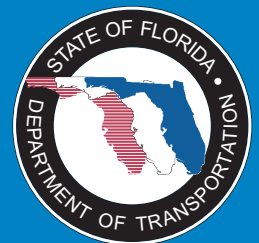
CONTRACT: C-8F66

***Transit Station Location Alternatives
Selection Tech Memo***

Prepared by:



Gannett Fleming



September 2008

To: Scott Seeburger, FDOT

From: Susan Gibbons

Date: September 18, 2008

Subject: South Florida East Coast Corridor Transit Analysis Study (SFECC):
Station Location Evaluation Methodology

Background

The South Florida East Coast Corridor Transit Analysis Study (SFECC) is being carried out under a tiered approach. Tier 1 has been completed. In Tier 1 the alignment options were reduced to include only the FEC corridor for further study, and the number of technology options was also reduced. In Tier 1, 59 station general locations were identified and included in the initial ridership modeling for the project. An additional 13 locations were identified during the public meetings that concluded Tier 1.

Station locations are defined as areas of approximately 2/3-mile in length by 1000-feet in width, centered on the corridor and an east-west street for reference, within which a specific site or parcel(s) of land will be identified at a later date for a station.

In the next phase of the project, further evaluation of potential station locations has been started as part of the advance work. This work commenced with the definition of a station typology consisting of eight distinct station types. The eight station types are:

- City Center Stations
- Town Center Stations
- Neighborhood Stations
- Employment Center Stations
- Regional Park-Ride Stations
- Local Park-Ride Stations
- Airport/Seaport Stations
- Special Event Venue Stations

(For detailed descriptions of station types, refer to the Station Typology Memorandum).

Upon completion of the Station Typology Memorandum, a series of meetings was undertaken between September 2007 and September 2008, initially with the regional planning councils, MPOs and counties, followed by meetings with each of the communities located along the corridor – a total of 29 separate municipalities. These meetings provided an update of the conclusions from Tier 1, a brief explanation of the FTA evaluation process for stations and land use, and an introduction to the station typology. This introduction was followed with a specific discussion regarding station locations in each community with an emphasis on community preference for station locations. Information about existing or proposed plans and policies to support stations as well as potential development proposals were also discussed.

During the course of these meetings every location recommended as a potential station site by a community has been added to the list. As a result of this process

the list of potential station locations has increased to a total of over 90, with several communities still to go.

Though there is no 'magic number' of stations for the corridor, the current number will need to be reduced to create a feasible project. This memorandum outlines a process for evaluating all locations and developing a 'shortlist' of station locations and types to be included in the second round of ridership modeling runs, scheduled to take place in November 2008.

Introduction

The approach to evaluating station locations for Tier 2 is different from that developed in Tier 1. In Tier 1 all station locations were judged on existing and proposed land use in station areas¹ (defined as within ½-mile of station locations in an attempt to mirror the FTA's New Starts Evaluation process) and forecast ridership numbers developed in the initial modeling. This methodology is not valid for Phase 2 for four primary reasons:

- In Tier 1 there was no attempt to identify different types of stations which complicates the evaluation process as different station types have different location criteria.
- A simple ranking makes it hard to determine where the cut off point should be between stations that are included for further analysis and those that are dismissed as the suitability scores are very close.
- This method does not result in a reasonable distribution of stations along the entire corridor.
- This methodology did not take into account community preference.

The approach for Tier 2 will identify both station locations and station types that will complement the surrounding land use and accommodate the projected ridership, while at the same time providing the best possible land use rating for FTA's New Starts process. Since different evaluation factors are relevant (or applicable) to different station types and since the type of station at one location will influence the 'types' for neighboring stations, this process is more complex than the approach taken in Tier 1.

Approach

As stated above, Tier 1 assumed approximately 60 stations on the corridor. These were located with limited analysis based on accessibility. The public information process has increased the number of potential locations to over 90. All these locations will be evaluated to determine the best locations and appropriate station types based on a number of factors, including:

- Density and transit-oriented development potential

¹ The full methodology is provided in the Land Use Suitability Report on the SFEC website: <http://www.sfecstudy.com/documents.html>

- Environmental factors
- Potential to attract increased economic development
- Accessibility
- Availability of suitable land for station and associated parking
- Projected ridership
- Intermodal connectivity
- Community preference.

These factors will be involved in determining the best distribution of locations and types of station along the corridor.

The approach will, in general, be to identify 'anchor stations' and then follow up with an identification of other 'key stations' and 'infill stations' between these anchors. The primary anchor stations will be the City Center Stations and Airport/Seaport Stations. It is assumed that West Palm Beach, Fort Lauderdale and Miami will all have a major City Center Station, and similarly each of the airports (Palm Beach International, Fort Lauderdale-Hollywood International, and Miami International) will be served by a station. Though the best location of each of these stations will need to be determined, they are relatively fixed along the corridor.

A secondary group of 'key stations' will include Town Center Stations and Regional Park-Ride Stations. Town centers, in a similar way to city centers, are relatively fixed as they will serve the existing smaller towns (or potentially planned new town centers) along the corridor. Regional Park-Ride Stations are also included as key stations because by definition they will be high ridership stations; they need to be located at regular intervals along the corridor; and they will be high impact stations for communities because of the traffic they generate and the amount of land required for large parking structures.

Once the anchor stations and key stations are identified, intermediate stations will be considered. The intermediate stations will include the following stations types: Employment Centers, Local Park-Rides, Neighborhood Stations and Special Event Venue stations (if such facilities exist or are anticipated). These stations will be considered in geographic groupings between the anchor stations. In areas where density and ridership are greater, there may be a closer spacing of intermediate stations than in less dense areas of the corridor.

Evaluation Approach in Relation to FTA New Starts Process

All preliminary planning for the SFECC project is being carried out under the assumption that an application will be filed with the federal government for New Starts funding. Therefore, in placing stations, consideration will be given to the potential land use rating factors that FTA considers. The FTA rates projects on a five point scale (High, Medium-High, Medium, Medium-Low, Low). A number of factors go into that rating including land use factors as well as ridership and financial justification factors. In its evaluation of the project, FTA considers not only land use on the entire corridor but also, specifically, land use in station areas. This evaluation includes an analysis of three basic factors: existing land use, transit-supportive land use plans and policies, and the actual implementation of these plans and policies.

a. Existing Land Use

There are four subcategories that relate specifically to station areas used for the existing land use rating portion of the New Starts evaluations:

- Existing station area development
- Existing station area development character
- Existing station area pedestrian facilities, including access for persons with disabilities
- Existing station area parking supply

b. Transit-Supportive Plans and Policies

In terms of transit stations specifically, FTA considers three factors:

- Plans and policies (such as comprehensive plans, small area plans, and zoning ordinances) that support increased development density in transit station areas
- Plans, policies, and ordinances that enhance transit-oriented character of station area development and pedestrian access
- Zoning allowances for reduced parking and traffic mitigation.

In addition, FTA is looking for local tools to implement land use policies, such as efforts to engage the development community in station area planning and transit supportive development.

c. Performance and Impacts of Policies

In addition to having the right policies in place, FTA looks for evidence that these policies are being implemented, and land uses have changed to a more transit-supportive pattern over time. Thus demonstrated cases of development affected by transit-supportive policies are advantageous.

Station areas should be located where existing land use and economic conditions are such that, as a result of placing a transit station at a particular location, redevelopment with higher density and transit-oriented patterns is likely to be stimulated.

The FTA approach to rating land use in general and land use around stations in particular is oriented to creating an environment in which as many riders as possible can access stations directly via pedestrian modes. However, transit on the SFEC corridor is likely to attract ridership from areas well beyond a practical walking or cycling distance. Thus in locating and 'typing' stations, consideration also needs to be given to vehicular access, including transit connectivity and availability of land for parking. These considerations are to some extent at odds with creating transit-friendly environments that encourage walk-in traffic. Thus, in this evaluation process, the land use factors rated highly by FTA (e.g. high population and

employment densities, transit-oriented development, etc.) are given more consideration for station types that are designed to accommodate such factors (City Center and Town Center Stations, for example) than for other station types designed to accommodate off-corridor riders, such as Regional Park-Ride Stations. Also in this initial identification of station locations, the existing land use criteria are of particular importance. The decision to advance work locating stations and meeting with communities so early in the planning process was made specifically to provide adequate time to work with communities to institute the best possible land use plans and policies around identified station locations to maximize the project's Land Use Rating as the project moves forward.

For the eight identified station types, the potential FTA Land Use Rating will be considered in different ways:

City Center	Will be located as close to the heart of city centers as practical, where the highest density of employment and mixed use development exists (or will exist in the future). Should rate well from an existing land use and pedestrian-oriented development aspect. Will complement communities seeking to maximize transit-oriented development potential and transit-friendly environment.
Town Center	Existing land use and land use patterns as well as transit –oriented character an important determinant in location decision. In addition, will work with communities seeking to improve regulations for future land use and transit-friendly character of station areas.
Neighborhood	Existing land use pattern and transit-oriented character are important determinants, although density not necessarily high at these stations. These station areas are not expected to change much over time as a result of station location.
Employment Center	Density of employment is the most important determinant; however, the major employment generator in the area may not be within walking distance of the corridor. Transit-friendly land use policies and increased densities will be recommended for station area if not currently in place.
Local Park-Ride	Existing land use pattern and transit-oriented character is a consideration as well as available land for parking and maintaining adequate access.
Regional Park-Ride	The most important determinant is access and available land suitable for a major parking facility. Existing transit-oriented character and mixed use development are less important for this type of station given the large traffic impacts of a regional park-ride station and the conflicts this would create in a more pedestrian-oriented environment. However, the potential for future infill and redevelopment with high-intensity mixed use transit-oriented development in the future will be considered.

Airport/Seaport	Best location in relation to facility to be served will be the most important factor.
Special Event Venue	Location in relation to these facilities is the most important factor. However, future transit-oriented development feasibility will be a consideration.

Methodology

The following outlines the process for determining the shortlist of station locations to be used as input to the ridership modeling task. These locations will be generalized areas designated by an east-west street along the FEC corridor. One or two specific sites for potential stations will be identified following the modeling.

a. *Environmental Screening*

All identified station locations will be subject to a generalized environmental screening to determine whether a location should be eliminated because major environmental impacts could result if a station site were established at that location. The screening will be carried out using existing data, aerial photographs, and minimal on-site investigation if warranted. It is not anticipated that any locations will be eliminated as a result of this screening since each location offers a choice of specific sites. Thus, it should be possible to avoid any major environmentally sensitive areas.

b. *City Center Station*

There will be City Center Stations in West Palm Beach, Fort Lauderdale, and downtown Miami. In general, City Center stations are located in areas with high population and/or employment density that have existing transit service and plans and policies in place to encourage further high-density development.

In West Palm Beach, several locations have been identified, but a determination of the final location relates to the identification of which alignment will be chosen for the northern connection that will connect the FEC Corridor with the CSX corridor so that Tri-Rail service (which runs on the South Florida Rail Corridor) can be integrated with the SFEC service. Once this decision has been reached, the final location of the City Center Station will be determined through an analysis of surrounding land use and further discussion with city staff and local stakeholders.

In Fort Lauderdale, only one location has been suggested, which is at Broward Boulevard.

In Miami, the determination relates to where service is terminated, either at Government Center or further north. Once this decision is reached, the City Center Station location will be established.

c. *Airport/Seaport Stations*

The main criteria for Airport/Seaport Stations is the presence of an airport or seaport connection. These stations are either located within/adjacent to an airport or seaport, or have a shuttle or other transit connector.

At Palm Beach International Airport (PBI), the location will be established based upon the best route for an airport shuttle service. This decision will be reached through discussions with the airport, based on available land for the necessary bus boarding area and vehicle turning requirements, and local governments (Palm Beach County and West Palm Beach).

At Fort Lauderdale – Hollywood International Airport (FLL), the location is predetermined based on the location of the future People Mover, which is planned to provide a connection between the port, the airport, and a new multi-modal facility that includes parking. The site identified is the area inside the highway loop ramp east of the airport terminal.

For Miami International Airport (MIA), the location of an Airport Station will be determined by whether or not service is provided on the Little River/IRIS connection, and if so, whether the SFEC service will connect directly into the MIC or by a transfer with Tri-Rail in Hialeah. In discussions with the MIC, it was determined that a future FEC service could be accommodated based on their current plans. The ultimate plan for the facility accommodates up to three platforms. Tri-Rail will occupy either one or two of these platforms. Depending on the technology the SFEC operation could either share Tri-Rail platforms or utilize the third platform.

d. *Town Center Stations*

The determination of Town Center Stations will be based on an analysis of existing land use and density, existing municipal plans and policies for TOD and mixed use, public input, parking policies, and existing pattern of development such as pedestrian facilities including ADA compliance, street grid, building and parking configuration, etc. In addition, the economic analysis will contribute to this determination, since without market demand, the best land use policies may not lead to new development and increased densities as quickly as anticipated. Many locations have been identified through input from municipal meetings, and these preferences will be an important consideration in determining the location of Town Center Stations.

e. *Regional Park-Ride Stations*

The location of these stations will be based on accessibility, from an interchange with I-95 and accessibility via major arterial streets from both the west and east. Existing traffic volumes on potential access arterials will be considered. Since these stations will require a parcel of land of a minimum of 5 acres, availability of such parcels will be considered. Ridership volumes from Tier 1 will be used to determine the desired spacing of such stations, but they will probably be spaced approximately 8 to 10 miles apart, a general rule of thumb for park-ride station spacing that accounts for 5-mile catchments around each station that do not overlap. There will likely be regional park-ride facilities close to both ends of the corridor, to capture ridership coming into the corridor from destinations beyond the corridor's extremities.

f. *Intermediate Stations*

Following the location of anchor stations, stations between anchors will be considered and appropriate 'types' established. This determination will be based on technical analysis and community input provided through a second round of meetings. This round of meetings will be conducted with groups of municipalities so that each grouping of infill stations between anchors can be considered jointly.

The technical analyses which will provide input to this decision will be presented as a series of spreadsheets and will include:

- Demographic Analysis, which will assess population and employment within a ½-mile radius of each potential location as well as transit dependent populations such as low income households, zero and one-car families, and age cohorts that are transit dependent
- Major trip generators located within a close enough proximity of the station so that a dedicated shuttle could be provided for efficient collection and distribution of employees/users to and from the station, typically no more than 2 to 3 miles or a shuttle trip of less than 10 minutes. These would include the suburban employment centers (e.g. major hospitals, universities and colleges, the Scripps /biotech campus, etc.) major sports areas, both existing and planned, and other similar developments.
- Community preference for different station types, ranging from low-impact neighborhood stations to high-ridership city center stations.
- Tier 1 ridership demand to determine areas of the corridor that will need additional parking (above and beyond what will be provided at the Regional Park-Ride anchor stations)
- Station spacing
- Connectivity with existing transit networks
- Existing land use as well as land use plans and policies
- The potential availability of parcels of land suitable for station facilities with appropriate access.
- Market potential and land availability for redevelopment, particularly transit-oriented development

Summary

The outlined approach will balance technical considerations with community input and consensus to develop a preliminary list of generalized station locations and types suitable for informing the ridership modeling task, and has been developed to remain relevant to various phases of project evaluation as the study progresses.

Next Steps

A series of Excel spreadsheets is attached which organize the specific information required to conduct the analysis described generally in the steps outlined above. As soon as the list of potential locations is completed along with the first round of municipal meetings, the technical data will be organized and entered into the spreadsheets. Following a technical team analysis and preliminary determination of the shortlist of stations, a second round of meetings will be conducted, with geographic groupings of municipalities, to reach consensus of the shortlist of stations for modeling.

Explanation of Spreadsheet

This workbook was created to contain the data collected for the station evaluation process as described in the Station Location Evaluation Methodology Technical Memo. There is a worksheet for each station type, as well as a summary table. The purpose of each worksheet is provided below.

Summary Table - 18 evaluation elements are to be used in the station area evaluation. These 18 elements reflect the criteria discussed in the Station Location Evaluation Methodology Technical Memo. The instructions for compiling the appropriate data for each element is provided at the bottom of the summary table.

Typology Worksheets - As station types differ greatly from one another, so too do the relevant evaluation elements. However, the evaluation is based exclusively on the 18 elements found in the summary table, regardless of station type. For each station type, a worksheet has been created with the evaluation elements relevant to that station type highlighted. Instructions for how to use the relevant evaluation elements are at the bottom of each worksheet. Note that for many station types, there are elements that help identify station areas as potential station types (for example, city center stations must have high employment density by definition), but there are also elements that help compare station areas of the same station type (for example, a potential city center station with higher numbers of transit-dependent populations would, all other things being equal, be a benefit when compared to another potential city center station).

SUMMARY TABLE		Evaluation Elements																		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
1	JUP Indiantown Rd																			
2	JUP Toney Penna Dr																			
3	JUP Frederick Small Rd																			
4	JUP Donald Ross Rd																			
5	PBG Hood Rd																			
6	PBG PGA Blvd																			
7	NPB Northlake Blvd																			
8	NPB Northlake Blvd																			
9	LPK Park Av																			
10	RVB Blue Heron Blvd																			
11	RVB Blue Heron Blvd																			
12	RVB 13 St																			
13	WPB 45 St																			
14	WPB Northwood																			
15	WPB 23-25 St																			
16	WPB Palm Beach Lakes Blvd																			
17	WPB Government Center																			
18	WPB Evernia																			
19	WPB Okeechobee Blvd																			
20	WPB Belvedere Rd																			
21	WPB Southern Blvd																			
22	WPB Forest Hill Blvd																			
23	LKW 10 Av N																			
24	LKW Lake - Lucerne Avs																			
25	LKW 6 Av																			
26	LAN Lantana Rd																			
27	LAN Hypoluxo Rd																			
28	BYN Royal Palm Dr																			
29	BYN Boynton Beach Blvd																			
30	BYN SE 15 Av																			
31	GST Gulfstream Blvd																			
32	DLR Atlantic Av																			
33	DLR Linton Blvd																			
34	BOC Hidden Valley Blvd																			
35	BOC Jeffery St																			
36	BOC NW 51 St																			
37	BOC NW 20 St																			
38	BOC Glades Rd																			
39	BOC Palmetto Park Rd																			
40	BOC Camino Real																			

SUMMARY TABLE		Evaluation Elements																		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
41	DRF E Hillsboro Blvd																			
42	DRF SW 10 St																			
43	PMP E Sample Rd																			
44	PMP Copans Rd																			
45	PMP Pompano Transfer																			
46	PMP NW 6 Av																			
47	PMP E Atlantic Blvd																			
48	PMP SW 6 St																			
49	PMP McNab Road																			
50	OAK Cypress Creek Rd																			
51	OAK NE 56 St																			
52	OAK Commercial Blvd																			
53	OAK NE 38 St																			
54	OAK Oakland Park Blvd																			
55	WLT NE 26 St																			
56	FTL NE 15th Street																			
57	FTL Sunrise Blvd																			
58	FTL Sistrunk (NW 6th)																			
59	FTL Government Center																			
60	FTL SW 9 St																			
61	FTL SE 17 St																			
62	FTL SW 24 St																			
63	FLL Terminal Dr																			
64	DAN Dania Beach Blvd																			
65	HLY Sheridan St																			
66	HLY Taft St																			
67	HLY Johnson St																			
68	HLY Hollywood Blvd																			
69	HLY Washington St																			
70	HLY Pembroke Av																			
71	HAL E Hallandale Beach Blvd																			

SUMMARY TABLE		Evaluation Elements																		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
72	AVE NE 209 St																			
73	AVE NE 193-203 St																			
74	AVE NE 185 St																			
75	NMB NE 163 St																			
76	NMB NE 151 St																			
77	NMI NE 135 St																			
78	NMI NE 125 St																			
79	BSP NE 116 St																			
80	MIS NE 96 St																			
81	ELP NE 87 St																			
82	MIA NE 79 St																			
83	IRS NW 14 Av																			
84	IRS NW 22 Av																			
85	IRS NW 27 Av																			
86	MIA NE 71 St																			
87	MIA NE 61-62 St																			
88	MIA NE 54 St																			
89	MIA NE 39 St																			
90	MIA NE 31 St																			
91	MIA NE 20 St																			
92	MIA NW 19 St																			
93	MIA NE 11 St																			
94	MIA Biscayne Boulevard																			
95	MIA Government Center																			

SUMMARY TABLE		Evaluation Elements																		
REF #	Station Area	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
		Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
Evaluation Element Definitions																				
1	Existence of an environmental factor that prevents use of the station area. Factors and exclusion thresholds to be determined																			
2	Population per square mile; calculated using 2000 TAZ-level population data within 1/2 mile of station area as prescribed in Reporting Instructions for the Section 5309 New Starts Criteria																			
3	Employment per square mile; calculated using 2000 TAZ-level employment data within 1/2 mile of station area																			
4	Housing units per square mile; calculated using 2000 TAZ-level housing unit data within 1/2 mile of station area																			
5	List type, size (employment/housing units/etc.), and character of development since 2000 not accounted for in TAZ-level data (i.e. since 2000). For description development character, use instructions for #8																			
6	2000 census data on zero-car households, seniors, income demographics within 1/2 mile of station area. Use TAZs if available, otherwise use census tracts as directed by 'Reporting Instructions for the Section 5309 New Starts Criteria' documentation (Appendix A, Page A-1)																			
7	Listing of high trip generators (airport/seaport, universities, stadiums, hospital/medical centers, shopping centers, performing arts centers, etc.) along with employees, housing units or other relevant statistic. Full description of each listing should be provided in a supplemental spreadsheet																			
8	Character within 1/2 mile of station area. Elements to consider: residential and commercial density, approximate % sidewalks, grain of street grid, mix of land use, land area devoted to parking, average daily parking costs in CBD. Character should be summarized/rated in																			
9	Part 1, listing of transit and pedestrian supportive plans; Part 2, listing of transit and pedestrian supportive policies (e.g., zoning, regulatory and financial incentives)																			
10	To be defined by ERA																			
11	Identify an area suitable for station site; yes/no and largest size in acres possible																			
12	Total vacant or available acres within 1/2 mile of station. Determined by hi-res aerial inspection (field verification needed?)																			
13	Ridership figures from Tier 1																			
14	List of all transit services, and transit routes of each transit service, within 1/2 mile of station area																			
15	Street classification of primary cross street in station area																			
16	Distances in miles to next station in north and south directions, as well as station type if identified																			
17	Existing input from community meetings regarding the station area																			
18	Existing or planned local funding for a station																			

CITY CENTER		Elements																		
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
1	JUP Indiantown Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	JUP Toney Penna Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	JUP Frederick Small Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JUP Donald Ross Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	PBG Hood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	PBG PGA Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LPK Park Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	RVB 13 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	WPB 45 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	WPB Northwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	WPB 23-25 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	WPB Palm Beach Lakes Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	WPB Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	WPB Evernia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	WPB Okeechobee Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	WPB Belvedere Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	WPB Southern Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	WPB Forest Hill Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	LKW 10 Av N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	LKW Lake - Lucerne Aves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	LKW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	LAN Lantana Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	LAN Hypoluxo Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	BYN Royal Palm Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	BYN Boynton Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	BYN SE 15 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	CST Gulfstream Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	DLR Atlantic Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	DLR Linton Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	BOC Hidden Valley Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	BOC Jeffery St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	BOC NW 51 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	BOC NW 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	BOC Glades Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	BOC Palmetto Park Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	BOC Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	DRF E Hillsboro Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	DRF SW 10 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	PMP E Sample Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	PMP Coppers Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	PMP Pompano Transfer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	PMP NW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	PMP E Atlantic Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	PMP SW 6 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	PMP McNab Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	OAK Cypress Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	OAK NE 56 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	OAK Commercial Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	OAK NE 38 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	OAK Oakland Park Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	WLT NE 26 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	FTL NE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	FTL Sunrise Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	FTL Sistrunk (NW 6th)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	FTL Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	FTL SW 9 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	FTL SE 17 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	FTL SW 24 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	FLL Terminal Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	DAN Dania Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	HLV Sheridan St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	HLV Telft St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	HLV Johnson St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	HLV Hollywood Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	HLV Washington St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	HLV Pembroke Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	HAL E Hallandale Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	AVE NE 209 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	AVE NE 193-203 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	AVE NE 185 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	NMB NE 163 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	NMB NE 151 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	NMI NE 135 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	NMI NE 125 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	BSP NE 116 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	MIS NE 96 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	ELP NE 87 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	MIA NE 79 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	IRS NW 14 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	IRS NW 22 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	IRS NW 27 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	MIA NE 71 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	MIA NE 61-62 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	MIA NE 54 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	MIA NE 39 St	0	0	0	0	0														

AIRPORT/SEAPORT		Elements																	
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment
1	JUP Indiantown Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	JUP Toney Penna Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	JUP Frederick Small Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JUP Donald Ross Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	PBG Hood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	PBG PGA Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LPK Park Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	RVB 13 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	WPB 45 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	WPB Northwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	WPB 23-25 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	WPB Palm Beach Lakes Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	WPB Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	WPB Evernia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	WPB Okeechobee Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	WPB Belvedere Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	WPB Southern Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	WPB Forest Hill Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	LKW 10 Av N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	LKW Lake - Lucerne Aves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	LKW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	LAN Lantana Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	LAN Hypoluxo Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	BYN Royal Palm Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	BYN Boynton Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	BYN SE 15 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	GST Gulfstream Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	DLR Atlantic Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	DLR Linton Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	BOC Hidden Valley Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	BOC Jeffery St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	BOC NW 51 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	BOC NW 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	BOC Glades Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	BOC Palmetto Park Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	BOC Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	DRF E Hillsboro Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	DRF SW 10 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	PMP E Sample Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	PMP Copans Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	PMP Pompano Transfer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	PMP NW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	PMP E Atlantic Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	PMP SW 6 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	PMP McNab Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	OAK Cypress Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	OAK NE 56 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	OAK Commercial Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	OAK NE 38 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	OAK Oakland Park Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	WLT NE 26 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	FTL NE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	FTL Sunrise Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	FTL Sistrunk (NW 6th)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	FTL Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	FTL SW 9 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	FTL SE 17 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	FTL SW 24 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	FLL Terminal Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	DAN Dania Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	HLV Sheridan St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	HLV Taft St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	HLV Johnson St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	HLV Hollywood Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	HLV Washington St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	HLV Pembroke Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	HAL E Hallandale Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	AVE NE 209 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	AVE NE 193-203 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	AVE NE 185 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	NMB NE 163 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	NMB NE 151 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	NMI NE 135 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	NMI NE 125 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	BSP NE 116 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	MIS NE 96 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	ELP NE 87 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	MIA NE 79 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	IRS NW 14 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	IRS NW 22 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	IRS NW 27 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	MIA NE 71 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	MIA NE 61-62 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	MIA NE 54 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	MIA NE 39 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	MIA NE 31 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	MIA NE 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	MIA NW 19 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	MIA NE 11 St	0	0	0	0	0													

TOWN CENTER		Elements																		
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
1	JUP Indiantown Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	JUP Toney Penna Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	JUP Frederick Small Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JUP Donald Ross Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	PBG Hood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	PBG PGA Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LPK Park Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	RVB 13 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	WPB 45 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	WPB Northwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	WPB 23-25 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	WPB Palm Beach Lakes Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	WPB Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	WPB Evernia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	WPB Okeechobee Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	WPB Belvedere Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	WPB Southern Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	WPB Forest Hill Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	LKW 10 Av N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	LKW Lake - Lucerne Aves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	LKW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	LAN Lantana Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	LAN Hypoluxo Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	BYN Royal Palm Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	BYN Boynton Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	BYN SE 15 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	GST Gulfstream Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	DLR Atlantic Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	DLR Linton Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	BOC Hidden Valley Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	BOC Jeffery St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	BOC NW 51 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	BOC NW 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	BOC Clades Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	BOC Palmetto Park Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	BOC Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	DRF E Hillsboro Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	DRF SW 10 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	PMP E Sample Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	PMP Coggans Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	PMP Pompano Transfer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	PMP NW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	PMP E Atlantic Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	PMP SW 6 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	PMP McNab Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	OAK Cypress Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	OAK NE 56 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	OAK Commercial Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	OAK NE 38 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	OAK Oakland Park Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	WLT NE 26 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	FTL NE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	FTL Sunrise Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	FTL Sistrunk (NW 6th)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	FTL Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	FTL SW 9 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	FTL SE 17 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	FTL SW 24 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	FLL Terminal Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	DAN Dania Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	HLV Sheridan St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	HLV Telft St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	HLV Johnson St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	HLV Hollywood Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	HLV Washington St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	HLV Pembroke Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	HAL E Hallandale Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	AVE NE 209 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	AVE NE 193-203 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	AVE NE 185 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	NMB NE 163 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	NMB NE 151 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	NMI NE 135 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	NMI NE 125 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	BSP NE 116 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	MIS NE 96 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	ELP NE 87 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	MIA NE 79 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	IRS NW 14 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	IRS NW 22 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	IRS NW 27 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	MIA NE 71 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	MIA NE 61-62 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	MIA NE 54 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	MIA NE 39 St	0	0	0	0	0														

NEIGHBORHOOD		Elements																	
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Tier 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment
1	JUP Indiantown Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	JUP Toney Penna Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	JUP Frederick Small Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JUP Donald Ross Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	PBG Hood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	PBG PGA Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LPK Park Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	RVB 13 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	WPB 45 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	WPB Northwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	WPB 23-25 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	WPB Palm Beach Lakes Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	WPB Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	WPB Evernia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	WPB Okeechobee Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	WPB Belvedere Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	WPB Southern Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	WPB Forest Hill Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	LKW 10 Av N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	LKW Lake - Lucerne Aves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	LKW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	LAN Lantana Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	LAN Hypoluxo Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	BYN Royal Palm Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	BYN Boynton Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	BYN SE 15 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	GST Gulfstream Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	DLR Atlantic Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	DLR Linton Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	BOC Hidden Valley Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	BOC Jeffery St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	BOC NW 51 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	BOC NW 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	BOC Glades Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	BOC Palmetto Park Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	BOC Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	DRF E Hillsboro Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	DRF SW 10 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	PMP E Sample Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	PMP Copans Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	PMP Pompano Transfer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	PMP NW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	PMP E Atlantic Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	PMP SW 6 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	PMP McNab Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	OAK Cypress Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	OAK NE 56 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	OAK Commercial Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	OAK NE 38 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	OAK Oakland Park Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	WLT NE 26 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	FTL NE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	FTL Sunrise Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	FTL Sistrunk (NW 6th)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	FTL Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	FTL SW 9 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	FTL SE 17 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	FTL SW 24 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	FTL Terminal Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	DAN Dania Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	HLV Sheridan St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	HLV Taft St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	HLV Johnson St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	HLV Hollywood Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	HLV Washington St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	HLV Pembroke Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	HAL E Hallandale Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	AVE NE 209 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	AVE NE 193-203 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	AVE NE 185 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	NMB NE 163 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	NMB NE 151 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	NMI NE 135 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	NMI NE 125 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	BSP NE 116 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	MIS NE 96 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	ELP NE 87 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	MIA NE 79 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	IRS NW 14 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	IRS NW 22 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	IRS NW 27 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	MIA NE 71 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	MIA NE 61-62 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	MIA NE 54 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	MIA NE 39 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	MIA NE 31 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	MIA NE 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	MIA NW 19 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	MIA NE 11 St	0	0	0	0	0													

EMPLOYMENT CENTER		Elements																		
REF #	Station Area	Environmental Screening	Population Density	Employment Density	Housing Density	Recent Development	Transit-Dependent Populations	High Trip Generators	Existing Station Area Development Character	Transit-Supportive Plans and Policies	Market Potential	Vacant/Available Land for Redevelopment	Land Available for Station	Filter 1 Ridership	Transit Connectivity	Vehicular Access	Station Spacing	Community Preference	Local Financial Commitment	
1	JUP Indiantown Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	JUP Toney Penna Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	JUP Frederick Small Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	JUP Donald Ross Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	PBG Hood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	PBG PGA Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NPB Northlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	LPK Park Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	RVB Blue Heron Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	RVB 13 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	WPB 45 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	WPB Northwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	WPB 23-25 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	WPB Palm Beach Lakes Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	WPB Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	WPB Evernia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	WPB Okeechobee Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	WPB Belvedere Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	WPB Southern Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	WPB Forest Hill Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	LKW 10 Av N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	LKW Lake - Lucerne Aves	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	LKW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	LAN Lantana Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	LAN Hypoluxo Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	BYN Royal Palm Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	BYN Boynton Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	BYN SE 15 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	CST Gulfstream Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	DLR Atlantic Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	DLR Linton Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	BOC Hidden Valley Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	BOC Jeffery St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	BOC NW 51 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	BOC NW 20 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	BOC Glades Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	BOC Palmetto Park Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	BOC Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	DRF E Hillsboro Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	DRF SW 10 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	PMP E Sample Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	PMP Capans Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	PMP Pompano Transfer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	PMP NW 6 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	PMP E Atlantic Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	PMP SW 6 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	PMP McNab Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	OAK Cypress Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	OAK NE 56 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	OAK Commercial Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	OAK NE 38 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	OAK Oakland Park Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	WLT NE 26 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	FTL NE 15th Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	FTL Sunrise Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	FTL Sistrunk (NW 6th)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	FTL Government Center	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	FTL SW 9 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	FTL SE 17 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	FTL SW 24 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	FLL Terminal Dr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	DAN Dania Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	HLV Sheridan St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	HLV Taft St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	HLV Johnson St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	HLV Hollywood Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	HLV Washington St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	HLV Pembroke Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	HAL E Hallandale Beach Blvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	AVE NE 209 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	AVE NE 193-203 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	AVE NE 185 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	NMB NE 163 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
76	NMB NE 151 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	NMI NE 135 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	NMI NE 125 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	BSP NE 116 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	MIS NE 96 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	ELP NE 87 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	MIA NE 79 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	IRS NW 14 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	IRS NW 22 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	IRS NW 27 Av	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	MIA NE 71 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	MIA NE 61-62 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	MIA NE 54 St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	MIA NE 39 St	0	0	0	0	0</														

