

TRANSIT/MULTIMODAL*		MULTIMODAL	GREENWAY	BICYCLE	PEDESTRIAN	ROADWAY
PRIORITY	PROJECT	LIMITS	TYPE OF WORK	ESTIMATED COSTS		NOTES
				Annual Operating (\$1000)	Capital (\$1000)	
1	MPO Initiated Planning Studies		Planning	\$3,000		
2	The WAVE, Fort Lauderdale Streetcar	2.7 Mile Streetcar System Downtown Fort Lauderdale	Streetcar System	\$4,245	\$195,281	
3	MPO Small Projects	Countywide	Bicycle racks, signage, EV charging stations, etc..		\$10	Added at the request of the Multimodal Improvements Strategic Business Plan Committee and the MPO Board
4	Complete Streets & Localized Initiatives (CSLIP)	Countywide			\$27,000	
5	Broward Blvd Transit Corridor **	West Regional Terminal to Downtown Terminal	Capital improvements for transit service performance		\$5,900	See ** at the bottom of the sheet. The study and prioritized recommendations can be found here: <a href="http://sites.kittelson.com/BBCTP_Docs/Downloads/10157">sites.kittelson.com/BBCTP_Docs/Downloads/10157</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
6	Oakland Park Blvd Transit Corridor **	Sawgrass Mall to A1A/BCT Downtown Terminal	Capital improvements for transit service performance		\$138,700	See ** at the bottom of the sheet. The study and prioritized recommendations can be found here: <a href="http://www.oaklandparkboulevardtransitstudy.com/documents/Appendix-Short-Term-Improvements-Tech-Memo-Red-File-Size.pdf">http://www.oaklandparkboulevardtransitstudy.com/documents/Appendix-Short-Term-Improvements-Tech-Memo-Red-File-Size.pdf</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
7	Hollywood/Pines Blvd Transit Corridor	I-75 to Young Circle	Capital improvements for transit service performance		\$85,300	Chronologically re-ordered (oldest to newest) based on the date of the study. Previous priority #8. The study and prioritized recommendations can be found here: <a href="http://www.hollywoodpinescorridorproject.com/">www.hollywoodpinescorridorproject.com/</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
8	University Dr Transit Corridor	Sample Rd to Golden Glades	Capital improvements for transit service performance		\$174,300	Chronologically re-ordered (oldest to newest) based on the date of the study. Previous priority #9. The study and prioritized recommendations can be found here: <a href="http://archive.browardmpo.org/userfiles/files/univ_drive_study_final.pdf">archive.browardmpo.org/userfiles/files/univ_drive_study_final.pdf</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
9	University Dr.	NW 40 St (Cardinal) to Sawgrass Exwy	From 4 to 6 lanes (6LD)		\$35,000	
10	SW 10th Street	Florida's Turnpike to I-95	Regional multimodal connectivity improvements		\$500,000	Added per MPO action to consider SW 10 Street COAT Recommendations
11	US 1 Transit Corridor	Palm Beach County to Aventura Mall	Capital improvements for transit service performance		\$3,700	Chronologically re-ordered (oldest to newest) based on the date of the study. Previous priority #7. The study and prioritized recommendations can be found here: <a href="http://www.broward.org/BCT/Reports/Pages/US1Transit.aspx">www.broward.org/BCT/Reports/Pages/US1Transit.aspx</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
12	US 441 Transit Corridor	Sample Rd to Golden Glades	Capital improvements for transit service performance		\$386,200	Chronologically re-ordered (oldest to newest) based on the date of the study. The study and prioritized recommendations can be found here: <a href="http://www.browardmpo.org/index.php/sr7-documents">www.browardmpo.org/index.php/sr7-documents</a>
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
13	Sunrise Blvd Transit Corridor ***	Sawgrass Mall to A1A	Capital improvements for transit service performance		\$4,100	See *** at the bottom of the sheet.
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				

STATUS
For MPO initiated planning studies and administration. Details provided in the UPWP.
FDOT is now the sponsor of the project. (anticipated construction November 2017 - August 2020).
Per FDOT, set aside is not viable. MPO and FDOT will work on developing projects such as an EV master plan, working with Broward County.
First cycle nearing completion, ready to begin programming. Following up with FDOT, need next steps, lessons learned, etc. before start of next cycle.
Corridor remains on list for the implementation of any remaining recommendations from the FDOT led study. Most short term improvements are programmed. Remaining projects longer term.
Preliminary Engineering funds programmed in Fiscal Year 2017 for first round of feasible short-term recommendations (FM# 4295691). Preliminary Engineering funds programmed in Fiscal Year 2018 for El Mar Drive Greenway mobility project (From Palm Avenue to Pine Avenue - FM# 4377861). Corridor remains on list for the implementation of any remaining recommendations from the FDOT led study.
Corridor remains on list for the continued implementation of recommendations from the MPO led study. Programming pending for preliminary engineering.
Preliminary Engineering funds programmed in Fiscal Year 2017 for first round of feasible short-term recommendations (FM# 4320663). Corridor remains on list for the continued implementation of recommendations from the MPO led study.
Right of way programmed 2020 and 2021. May be combined with Coral Springs CSLIP project.
Corridor remains on list for the continued implementation of recommendations from the Broward County led study. Capital improvements should not exceed \$3.7 million. Design to begin soon.
Corridor recommendations recently endorsed by the MPO on July 14, 2016. Preliminary Engineering funds programmed in Fiscal Year 2018 for first round of feasible short-term recommendations (FM# 4295761). Preliminary Engineering funds programmed for Fiscal Year 2018 on Turtle Creek Drive mobility project (from Turtle Creek Drive through Cullum Road, through NW 54th Avenue, through NW 31st Street, through NW 62nd Avenue to Turtle Creek Drive - FM# 4378301). Corridor remains on list for the continued implementation of recommendations from the MPO led study.
Study efforts are underway by FDOT for the eastern and western portions of this corridor. In addition, FDOT and BCT are coordinating transit connectivity data collection for the entire corridor. Other than the current efforts underway, the full Sunrise Boulevard Corridor Study is on hold until more projects recommended for the above studies receive funding and until the MPO's Bicycle/Pedestrian Safety Action Plan and Complete Streets Master Plan (currently underway) are complete. Improvements from the Action Plan and Master Plan may include improvements for this corridor.

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14	Sample Rd Transit Corridor ***	University to Dixie Hwy	Capital improvements for transit service performance		\$5,800	See *** at the bottom of the sheet.
	Mobility Hubs	Various locations as identified by the corridor planning study				
	Bicycle Facilities	Various locations as identified by the corridor planning study				
	Pedestrian Facilities	Various locations as identified by the corridor planning study				
	Greenway	Various locations as identified by the corridor planning study				
15	Pembroke Rd	University Dr to Douglas Rd	From 4 to 6 lanes (6LD)		\$25,300	
16	NE 3rd Ave	Copans Rd to Sample Rd	Reconstruct roadway to include multimodal alternatives		\$21,200	Project on hold pending discussion with local municipality(s)
17	Pembroke Rd	W of Florida's Turnpike to SR 7 / US 441	Restripe for 6LD		\$13,100	Project on hold pending discussion with local municipality(s)
18	Pembroke Rd	SW 160th Ave to SW 184th Ave	From 2 to 4 lanes (4LD)		\$28,900	
19	Pembroke Rd	SW 184th Ave to SW 200th Ave	New 4 lanes (4LD)		\$53,100	
20	SW 148th Ave	Bass Creek Rd to Miramar Pkwy	From 2 to 4 lanes (4LD)		\$27,300	
21	Oakland Park Blvd.	At Powerline Rd.	Intersection Improvements		\$14,500	Project on hold pending discussion with local municipality(s)
22	SR-7	At Oakland Park Blvd	Intersection Improvements		\$1,800	May need resolution from city. Recommendations for this intersection may come from the Oakland Park Boulevard Corridor Study and the recently completed SR 7 Corridor Study. The City of Lauderdale Lakes provided the following: • all recommendations for improvements at this intersection are currently being developed by FDOT D4 Modal Development staff • Marjorie Hillaire of FDOT D4 is the contact person for this project
23	Pines Blvd.	At Flamingo Rd.	Intersection Improvements		\$1,400	PD&E was conducted by FDOT. City not interested in recommendations. May need resolution from City. The City of Pembroke Pines provided the following: We have reviewed the SR 820 Pines Boulevard/Flamingo Rd intersection for possible improvements and request consideration of the following projects:  1. Replacement of strain-pole/span-wire signal supports with mast arm signal supports and all pedestrian signal upgrades.  2. Construction a southbound dual right turn lane from southbound Flamingo Road to westbound Pines Blvd. turning movement as well as lengthening of the turn lane.
24	Sample Rd.	At Military Trail	Intersection Improvements		\$1,400	Project on hold pending discussion with local municipality(s)
25	Griffin Rd	I-75 to Flamingo Rd	From 4 to 6 lanes (6LD)		\$35,700	
26	University Dr.	Holmberg Rd to County Line Rd	From 2 to 4 lanes (4LD)		\$34,100	
27	SW 196th Ave	Miramar Pkwy to Pines Blvd	From 2 to 4 lanes (4LD)		\$47,500	This roadway requires new four lane roadway from Miramar Parkway to Pembroke Road.
28	SW 184th Ave	Sheridan St to Griffin Rd	New 2 lanes		\$36,200	
29	NE 3rd Ave/SW 11th Way	Sample Rd to SW 10th St	From 2 to 4 lanes (4LD)		\$38,000	
30	Modern Trolleys	City of Fort Lauderdale	Purchase 15 trolley vehicles		\$5,700	
31	Wayfinding Program	City of Fort Lauderdale	Install Wayfinding		\$1,500	
32	Downtown ITS System	Downtown Fort Lauderdale	Install ITS components		\$1,100	

STATUS
The Sample Road Corridor Study is on hold until more projects recommended for the above studies receive funding and until the MPO's Bicycle/Pedestrian Safety Action Plan and Complete Streets Master Plan (currently underway) are complete. Improvements from the Action Plan and Master Plan may include improvements for this corridor.
PD&E programmed in 2018 and 2019. Miramar provided resolution to remove this project from the priorities list. Because this facility is located within the cities of Miramar and Pembroke Pines, a resolution from the City of Pembroke Pines is also required. MPO staff will coordinate with FDOT and cities given programming of PD&E.
MPO staff is following up on Scope of this project. This may be a Complete Streets project.
May need resolutions from cities deleting this project. MPO staff reached out to Miramar, Pembroke Pines and Hollywood in regards to this project. We have received the following feedback:  • City of Hollywood staff continues to support the project. • At this time the City of Pembroke Pines would not support restriping to 6 lanes on this portion of Pembroke Rd from SR 7/US 441 to Florida's Turnpike unless the on-street parking that exists can be accommodated at another location (resolution still required). • City of Miramar would not support this project as it would not facilitate the continued use of the outside lanes for parking for the businesses along Pembroke Road in that area (resolution provided)
City of Miramar provided resolution requesting to move this project up on the priorities list.
MPO staff to work with Oakland Park staff on preliminary recommendations. At this time, this appears to be a CSLIP project or may need to be done as part of a larger project such as the lane elimination noted below. However, this would require all parties to agree, needs resolution from City and may need LRTP amendment as this is only identified as an intersection improvement. The City of Oakland Park provided the following recommendations: • maintain current configurations for the OPB and Powerline Road intersection • provide mast arms to replace the span wired signal configuration • provide stamped asphalt crosswalks at the intersection • intersection should be designed in line with the City of Oakland Park's future goal of the redesign of Powerline Rd. • Improve landscaping at the intersection
May need resolution from city. Recommendations for this intersection may come from the Oakland Park Boulevard Corridor Study and the recently completed SR 7 Corridor Study. The City of Lauderdale Lakes provided the following: • all recommendations for improvements at this intersection are currently being developed by FDOT D4 Modal Development staff • Marjorie Hillaire of FDOT D4 is the contact person for this project
PD&E was conducted by FDOT. City not interested in recommendations. May need resolution from City. The City of Pembroke Pines provided the following: We have reviewed the SR 820 Pines Boulevard/Flamingo Rd intersection for possible improvements and request consideration of the following projects:  1. Replacement of strain-pole/span-wire signal supports with mast arm signal supports and all pedestrian signal upgrades.  2. Construction a southbound dual right turn lane from southbound Flamingo Road to westbound Pines Blvd. turning movement as well as lengthening of the turn lane.
MPO staff contacted the Cities of Deerfield Beach and Pompano Beach regarding this project and neither had any recommendations. May need study or resolution from Cities deleting this project.
PD&E programmed in 2020 and 2021
Per Fort Lauderdale staff, this is for replacement vehicles only., not new routes. No O&M required.
State funding cannot be used for this off-system project. Applying for CSLIP is better option. MPO staff to work with Fort Lauderdale, may need resolution to remove.
MPO and City Staff are working together to further explore this project and its scope to determine if this project is still a priority for the City and other potential funding opportunities.

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PRIORITY	PROJECT	LIMITS	TYPE OF WORK	ESTIMATED COSTS		NOTES
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33	Rock Island Rd	At Royal Palm Blvd	Reconstruct intersection		\$500	
34	NE 6th Avenue	Prospect Rd. to Commercial Blvd.	Reconstruct roadway		\$1,900	
35	SR A1A	At SR 858/Hallandale Beach Blvd to SR 820/Hollywood Blvd	Reconstruct roadway to include multimodal alternatives		\$16,100	
36	NW 136th Avenue	I-595 to NW 2nd St	Add turn-lanes at grade		\$10,300	
37	Oakland Park Bridge Improvements	Citywide	Reconstruct bridges		\$4,500	
38	Wiles Road	Sawgrass Expressway to Coral Ridge Dr	Reconstruct to include multimodal alternatives		\$3,500	
39	SR 820/Hollywood Blvd	At SW 62nd Ave	Reconstruct intersection		\$300	
40	SE 2nd Street Extension	SR 5/US 1 to Layne Blvd	New 2 lanes		\$56,600	
41	SE 9th Street	At FEC Railroad Crossing	Upgrade railroad crossing		\$15,600	
42	Broward Signal Network	Broward County	Install fiber-optic signal components		\$24,000	Added to be consistent with the LRTP
43	FDOT Signal Network	Broward County	Install fiber-optic signal components		\$109,600	Added to be consistent with the LRTP

\* Includes TSM&O/ITS application as described in the LRTP

\*\* At the September 16, 2010 MPO meeting, Broward Blvd. and Oakland Park Blvd. Transit Corridors were approved as the #1 and #2 Premium Transit priorities, respectably.

\*\*\* Funding of future corridor study efforts suspended until projects identified in the completed and underway corridor studies and the Complete Master Plan have begun to be implemented. If additional funding is identified in the near future then corridor study efforts will resume

STATUS
The City of Margate provided the following: <ul style="list-style-type: none"><li>Recommend that FDOT explore all mitigation options including additional travel lane and turn lanes (although availability of additional ROW will be a challenge) and signal timing optimization. There are currently one left turn lane, two thru lanes, and one right turn lane approaching the intersection. If ROW is a problem, perhaps the lanes could be repurposed so that some lanes allow thru and turning movements and the signalization modified to facilitate more opportunities for turning (left turns in particular)movements.</li><li>Recommend improvements made consider all users of the intersection. Pedestrian improvements could include enhanced pedestrian crossing markings, maintaining and enhancing safe landing zones at crossings, and replacing pedestrian signals with countdown signals versus the existing "blinking hand" signals.</li><li>Recommend the replacement of overhead wire traffic signals with mast arms.</li><li>Recommend improvements that consider tightening the intersection by facilitating the ability to move the transit stops closer to the intersection and exploring the sidewalk and bicycle connections to the transit stops</li></ul>
Scope of this project is needed from city?
MPO Staff is following up on Scope of this project. This may be a Complete Streets project.
Scope of this project is needed?
Need more details from city about bridges, location, design elements, etc.
Scope of this project is needed? This may be a Complete Streets project.
Scope of this project is needed.
Scope needed. Is this over and above what is being done for quiet zones?
Scope of this project is needed.
Scope of this project is needed.