



APPROVAL OF MINUTES

**BROWARD METROPOLITAN PLANNING ORGANIZATION**

**Thursday, February 14, 2019, 9:30 a.m.**

**100 West Cypress Creek Road**

**Fort Lauderdale, Florida 33309**

**Chair:** Hollywood Commissioner Richard Blattner  
**Vice Chair:** Davie Councilmember Bryan Caletka  
**Deputy:** Pembroke Pines Mayor Frank Ortis  
**District 1:** Margate Commissioner Joanne Simone  
North Lauderdale Mayor Ana Ziade  
Tamarac Vice Mayor Debra Placko  
**District 2:** Pompano Beach Vice Mayor Barry Moss  
Deerfield Beach Commissioner Gloria Battle  
Coconut Creek Commissioner Mikkie Belvedere  
**Alternates:** Hillsboro Beach Vice Mayor Irene Kirdahy  
Lighthouse Point Commissioner Sandy Johnson  
**District 3:** Fort Lauderdale Mayor Dean Trantalis  
Fort Lauderdale Commissioner Robert McKinzie  
Lauderhill Commissioner Margaret Bates  
Oakland Park Commissioner Michael Carn  
Plantation Mayor Lynn Stoner  
Sunrise Commissioner Lawrence Sofield  
**Alternates:** Lauderdale Lakes Vice Mayor Beverly Williams  
Wilton Manors Vice Mayor Tom Green  
**District 4:** [Chair Blattner]  
Hallandale Beach Commissioner Michelle Lazarow  
**Alternate:** Dania Beach Vice Mayor Bill Harris  
**District 5:** [Vice Chair Caletka]  
[Deputy Vice Chair Frank Ortis]  
Miramar Vice Mayor Yvette Colbourne  
Weston Commissioner Byron Jaffe  
**Alternate:** Cooper City Commissioner Max Pulcini

**Broward County Board of County Commissioners – Vice Mayor Dale Holness**  
**Broward County Board of County Commissioners – Commissioner Beam Furr**  
**Broward County Board of County Commissioners – Commissioner Tim Ryan**  
**Broward County Board of County Commissioners – Commissioner Michael Udine**

**Others Present**

Gregory Stuart, Broward MPO Executive Director  
Michael Ronskavitz, Broward MPO Chief of Staff  
Alan Gabriel, Broward MPO General Counsel  
Chadwick Blue, Hannah Bourgeois, Paul Calvaresi, Conor Campobasso, David Clark,  
James Cromar, Carl Ema, Peter Gies, Kim Giles, Ricardo Gutierrez, Erica Lychak,  
Chris Ryan, Rebecca Schultz, Anthea Thomas and Lydia Waring, MPO Staff

Steven L. Abrams, Executive Director, South Florida Regional Transportation Authority (SFRTA)  
Loraine Cargill, South Florida Regional Transportation Authority (SFRTA)  
Dr. Kim Delaney, Treasure Coast Regional Planning Council (TCRPC)  
Anson Sonnett, Florida Department of Transportation (FDOT)  
Will Suero, HDR  
Jamie Opperee, Recording Secretary, Prototype, Inc.

(A copy of the sign-in sheet identifying those present is filed with the supplemental papers to the minutes of this meeting.)

A meeting of the Broward Metropolitan Planning Organization was held at 9:30 a.m. on Thursday, February 14, 2019, in Broward Metropolitan Planning Organization's Board Room at 100 West Cypress Creek Road, Fort Lauderdale, Florida.

**REGULAR ITEMS**  
**(All Items Open for Public Comment)**

- 1. Moment of Silence for the One-Year Anniversary of the Marjory Stoneman Douglas High School Shooting**
- 2. Call to Order and Pledge**

Chair Blattner called the meeting to order at 9:32 a.m. and the Pledge of Allegiance was recited.

**3. Electronic Roll Call**

Roll was recorded electronically, and Chair Blattner welcomed the new members to the MPO Board.

**4. Approval of Minutes – December 6, 2018**

Commissioner Belvedere noted that at the December 6, 2018 meeting, she had accidentally voted in favor of the motion to approve Action Item 2, and would like to change her vote from Yes to No at this time. MPO General Counsel Alan Gabriel advised that while this vote may not be changed, the minutes of today's meeting may reflect that her intention was to vote No.

**Motion** made by Commissioner Simone, seconded by Commissioner Sofield, to approve. In an electronic vote, the **motion** passed 21-0.

**5. Approval of Agenda**

Chair Blattner noted that Action Items 3 and 4 will be withdrawn from today's Agenda, as they are not yet ready for presentation.

**Motion** made by Vice Chair Caletka, and duly seconded, to approve the Agenda as amended. In an electronic vote, the **motion** passed 21-0.

## **6. Public Comments**

None.

## **7. Comments from the Chair**

Chair Blattner noted the following excused absences: School Board Member Good, Mayor Christine Hunschofsky, and Commissioner Larry Vignola.

**Motion** made by Commissioner Sofield, seconded by Commissioner Simone, to excuse the three absences. In an electronic vote, the **motion** passed 21-0.

Chair Blattner welcomed the following new Board members: Commissioner Michael Carn, Vice Mayor Barry Moss, Mayor Lynn Stoner, and Mayor Ana Ziade.

## **8. Executive Director's and Legislative Reports**

- **Introduction of South Florida Regional Transportation Authority Executive Director Steven L. Abrams**

MPO Executive Director Greg Stuart introduced Steven L. Abrams, the new Executive Director of the South Florida Regional Transportation Authority (SFRTA). All present welcomed him to his new position.

## **9. Monthly Federal and State Legislative Reports: <http://browardmpo.org/index.php/about-the-mpo/legislative-initiatives>**

Mr. Stuart reported that Congress has passed the 2019 omnibus appropriations bill, which included an additional \$325 billion in discretionary appropriations for the Department of Transportation. It is expected to be signed into law by the end of the week. The conference report included the following:

- \$900 million toward the Better Utilizing Investments to Leverage Development (BUILD) grant program
- \$3.25 billion in federal aid to highways
- \$10.6 billion for Federal Transit Administration (FTA) formula grants
- \$2.5 billion for capital investment grants

Mr. Stuart advised that the MPO and its partner agencies will need to give consideration to how they can leverage the MPO's federal share of funds. On a recent visit to Washington, D.C., he and Chair Blattner visited Finch Fulton, Deputy Secretary of Policy for the U.S. Department of Transportation (USDOT), to discuss how to enhance innovation when leveraging these funds. This may include improved fiber optic connections to aid autonomous and connected vehicles.

Mr. Stuart and Chair Blattner also met with Environmental and Public Works staff, which oversees roadway projects within the transportation bill. A new transportation bill is expected to be issued in spring 2019, in advance of the 2020 general election cycle. The bill will include surface transportation projects, highway programming, and Infrastructure for Rebuilding America (INFRA) grants.

Mr. Stuart also addressed the Florida budget proposed by Governor Ron DeSantis, which includes significant increases in environmental water quality and transportation infrastructure. The new Florida Secretary of Transportation is Kevin Thibault.

A "distracted driving" bill will come before the State Legislature once again, as will the invoicing system used by SunPass. The MPO's state advocacy firm, Tripp Scott Erickson, is monitoring several additional legislative items, including one item related to the Broward County sales surtax. A bill has been introduced into the State Legislature that would have retroactively prevented any sales tax funding from being used toward maintenance, staffing, or engineering, which would have been problematic for all agencies dealing with Traffic Systems Operations and Maintenance (TSM&O). The bill has since been modified to ensure Broward will be exempt from retroactive changes.

Another bill being monitored at the state level would implement changes to the Florida Department of Transportation's (FDOT's) Central Office, centralizing some of the operations currently handled at the District level. There is also a bill addressing "micro-mobility" devices such as motorized scooters. Mr. Stuart pointed out that while fatalities associated with these devices have increased with their use, they translate to less roadway traffic during a period when many roadway crashes occurred. He noted that infrastructure may be modified to recognize this new form of transportation.

A company from California has expressed interest in operating an autonomous vehicle system within some Florida gated communities, including communities in Coconut Creek, Deerfield Beach, Pembroke Pines, and Tamarac, as a demonstration project. The MPO will reach out to elected officials and city managers from these municipalities to begin dialogue regarding this system, which is known as Voyage.

- **Dangerous by Design**

Mr. Stuart advised that Transportation for America, which is based in Washington, D.C., evaluates the occurrence of pedestrian and vehicle crashes in communities throughout the U.S. While South Florida is often ranked near the top of this list, it has recently fallen from #2 to #14. He cautioned, however, that the total volume of crashes in South Florida has

increased. There is still a need for education and infrastructure improvements in order to understand and address the causes of these crashes.

The Complete Streets Master Plan (CSMP), which will be presented for adoption at today's meeting, identifies a series of projects throughout Broward County based on crash data. These projects are expected to be funded over the next decade.

- **Board Engagement Forum Recap**

Mr. Stuart thanked the MPO Board members who attended the January 10, 2019 Board Engagement Forum, at which multiple programs and initiatives were discussed in depth. He noted that four major themes were identified during the Forum:

- Project funding
- Partnerships
- Reasonable progress
- Meeting format

Mr. Stuart noted that there was significant positive feedback from changes to the meeting forum, which allowed members to meet separately during meetings to discuss a number of projects. Due to this success, an informational forum using this format will be introduced at the April 2019 Board meeting. Action Items discussed in this format will be presented at the next month's meeting for a vote. This will be in lieu of providing presentations from the podium.

Another significant change was allowing members to provide written rather than verbal feedback on TSM&O and signalization issues. FDOT will reach out to the members regarding these issues to address their concerns and identify potential solutions. Mr. Stuart encouraged any members who did not attend the Board Engagement Forum to reach out to MPO Staff to share any issues they would also like to see addressed.

Vice Chair Caletka advised that the MPO's representatives met with Senate Staff to request creation of a pilot program for MPOs representing populations greater than one million. This would be available to approximately 22 MPOs nationwide, four of which are located in Florida. Staff was open to this suggestion, recommending that the pilot program would allow the MPOs to be more forthcoming regarding implementation and completion of projects. They will work with the MPO's federal advocacy team in hopes of including this program in the omnibus bill expected before 2020.

Vice Chair Caletka continued that at a recent MPO Advisory Council (MPOAC) meeting, a Miami legislator expressed concern regarding a bill recently filed at the state level which would amend the makeup of the Miami-Dade Transportation Planning Organization (TPO) so it more closely resembles that of the Broward and Palm Beach organizations. The MPOAC sent the State Legislature an official objection to this bill, advocating for the right of individual MPOs to determine their own makeup.

Deputy Vice Chair Ortis addressed the issue of pedestrian and cyclist safety, citing a recent incident in Pembroke Pines that resulted in a fatality. The Florida League of Cities recently met with Senator Marco Rubio to discuss the need to improve the safety of South Florida's infrastructure. The Senator indicated that the federal government would not provide infrastructure funds directly to municipalities for these needs, as these dollars are intended to flow through the MPO.

Mr. Stuart noted that if an infrastructure bill is proposed, it will likely use direct earmarking of funds for communities. He was not optimistic that a bill of this nature could pass the U.S. Senate.

Chair Blattner observed that in the future, Broward municipalities may be able to submit additional infrastructure projects for consideration of use of surtax funds. He pointed out that the surtax has a 30-year term, and that many of the more than 700 projects submitted thus far are likely to be complete within the first few years of this term. Cities may also submit projects for inclusion in the Metropolitan Transportation Plan (MTP).

Chair Blattner also addressed the discussion of innovation, recalling that municipalities were previously encouraged to list potential projects that were not likely to receive funding because they were too expensive to be considered realistic. He encouraged MPO Staff to revisit this effort, as it may be possible to identify surtax dollars to fund some of these innovative projects.

Commissioner Belvedere suggested that drivers' education programs address pedestrian and cyclist safety. Vice Mayor Williams requested that projects on US-441 and Oakland Park Boulevard be considered for funding, as there are major pedestrian concerns on these roadways.

Vice Mayor Green addressed the 30-year term of the surtax, pointing out that over this time period it is likely the population of Broward County will grow by one million residents or more.

#### **10. General Counsel's Report**

Attorney Gabriel provided a brief overview of the MPO's membership and voting policies for the new Board members. The MPO consists of 38 municipal and non-municipal members. Due to limits set by the state of Florida, only 25 members may vote at any given time. Any "extra" votes are removed from the final tally based upon the population of the members' municipalities. Because there are 28 members present at the moment, no more than 25 may vote at this time; however, because not all members may be present for all votes, all present are encouraged to vote. If a vote is not accurate, that member is asked to speak up at once in order to correct this issue.

Attorney Gabriel continued that because questions have arisen about voting, he would review the voting procedure and determine the possibility of a modification to the rules for future discussion by the Board.

**11. 2045 Metropolitan Transportation Plan (MTP) Updates:**

<http://www.browardmpo.org/index.php/commitment-2045-metropolitan-transportation-plan>

Peter Gies of MPO Staff provided a PowerPoint presentation on the 2045 MTP, which is one of the MPO's three core products. It serves as the guiding document for how state and federal funds are spent. The MTP has a 25-year planning horizon over which federal and state funding are assigned, based on a technical process to identify projects and needs. It is updated every five years.

Staff has targeted adoption of the 2045 MTP for December 2019. Thus far, a great deal of technical analysis has been conducted, including socioeconomic data and transportation system models. Data collection is complete and a list of needs and projects were submitted by municipalities and other partner agencies. The project prioritization process has been adopted and is currently underway. A draft list of projects is expected in March 2019.

Mr. Gies continued that the financial forecast for the MTP has been completed, including local surtax revenue funds. Staff will undertake scenario planning using the most recent version of the Southeast Regional Planning Model (SERPM). One new component of the MTP is the Transit Systems Plan (TSP), which establishes a future vision for transportation in general and transit in particular beyond the MTP's 25-year planning horizon.

At the recent Board Engagement Forum, MPO Staff reviewed the funding program process proposed for the 2045 MTP, which establishes new programs and carries forward existing programs. The existing discretionary programs include the Complete Streets and other Localized Initiatives Program (CSLIP), the CSMP, and mobility hub projects. An interactive poll was conducted so Board members could express their opinions on the funding of these and other programs. The poll prioritized funding in the following manner:

- CSLIP
- Transit
- Highway projects
- TSM&O
- CSMP

Additional funding scenarios will be presented at subsequent meetings to allow the Board members to further determine their priorities.

In addition to the needs assessment and draft list of projects, MPO Staff has also worked to reconcile projects so they are listed under the correct funding source. They have met with County Staff to address the overlap between the MTP and surtax candidate projects.

The project prioritization criteria endorsed at the end of 2018 are now beginning to be applied to the draft list of MTP projects. This list is expected to be provided to the Board in

March 2019 so they can review the raw scores of these projects. Projects will then be placed in the appropriate funding programs, for which allocations have yet to be finalized. The draft list of prioritized projects will be used to develop a Cost Feasible Plan, which applies the revenue forecast to the draft list and determines which projects can realistically be funded over the MTP's 25-year horizon. Once the Cost Feasible Plan has been endorsed, Staff can reach out to partner agencies and municipalities to ensure projects are program-ready, with Resolutions of support from partners, accurate cost estimates, and scopes of work.

In May 2019, the Multimodal Priorities List (MMPL) will be presented to the Board. This list will include projects from the Cost Feasible Plan which are planned for the following year. After the MMPL has been adopted, these projects will be funded during the next cycle.

**CONSENT ITEMS**  
**(All Items Open for Public Comment)**

- 1. MOTION TO APPROVE a First Amendment to Agreement between the Broward Metropolitan Planning Organization and HNTB Corporation for Mobility Hub Planning, Design, and Implementation**
- 2. MOTION TO APPROVE an Interlocal Agreement between the Broward Metropolitan Planning Organization and the City of Lauderdale Lakes, Florida for Transportation Planning Services**

At this time Chair Blattner opened public comment. As there were no individuals wishing to speak on these Items, Chair Blattner closed public comment and brought the discussion back to the Board.

**Motion** made by Vice Chair Caletka, seconded by Commissioner Udine, to approve the Consent Agenda. In an electronic vote, the **motion** passed 24-0.

**ACTION ITEMS**  
**(All Items Open for Public Comment)**

- 1. MOTION TO APPROVE the Broward MPO's Public Participation Plan (PPP)**

Erica Lychak of MPO Staff reviewed the MPO's Public Participation Plan (PPP), which is also one of the MPO's core products. It is updated every four years as part of the MPO's certification process with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The PPP is a framework document that provides guidelines for how the MPO may achieve optimum public involvement and participation. The document also includes assessments that help determine the effectiveness of these programs. The PPP's goals are as follows:

- To inform the public of the transportation process through meetings and relative events



- To involve the public by providing opportunities for them to engage throughout the transportation decision-making process
- To include all communities, with special emphasis on traditionally underrepresented and/or underserved communities
- To improve the public participation process by identifying new strategies and tools

The PPP has been updated from the previous document to ensure it is more visually pleasing and easier to follow. The update incorporated feedback received during the last federal certification process, including the addition of FDOT's public involvement policies. Board structure and membership has been updated to ensure it is current. Another outreach effort involves use of a "traveling booth" used at events hosted by partner municipalities and agencies.

The Board members discussed the presentation, with Commissioner Battle pointing out that the updated document is more inclusive of often-overlooked communities and populations. Deputy Vice Chair Ortis commented that the state of Florida recently presented a plan at a municipal meeting with regard to an express lane project on I-75 and Pines Boulevard, of which the city was not aware. He spoke in favor of ensuring greater outreach to municipalities so they can help educate the community about upcoming and current projects. Mr. Stuart advised that this is a recurring issue that can be brought up in discussion with FDOT District 4 Secretary Gerry O'Reilly.

Commissioner Lazarow asked if there are parameters for the events at which MPO Staff can provide public outreach. Ms. Lychak encouraged officials to reach out to her office, recommending that if an event is intended to reach a certain demographic, Staff should be informed so they can tailor their information to that audience.

**Motion** made by Commissioner Battle, seconded by Commissioner Carn, to approve. In an electronic vote, the **motion** passed 25-0.

## **2. MOTION TO APPROVE the Complete Streets Master Plan**

Ricardo Gutierrez of MPO Staff provided a presentation on the CSMP, which was also presented at the Board Engagement Forum in January 2019. The purpose of the CSMP is to guide future investments in Complete Streets in Broward County, develop a prioritized list of these projects based on technical analysis, and seek community and local partner input into the development impact of these recommendations.

Mr. Gutierrez explained that the areas for which investments are planned were determined by both demand and equity analyses, which were conducted by the MPO's consultant. These analyses targeted areas with the greatest need, where individuals walk and bike out of necessity rather than by choice. This was overlaid with an analysis that showed these areas also had a significant number of destinations. The result was 12 "bundle areas" where Complete Streets investments will be prioritized.

Mr. Gutierrez continued that public outreach showed the public wanted three key improvements:

- Comfort, including separation from traffic
- Connectivity between networks and facilities
- Access to everyday activities

The CSMP was presented to the Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC) in November 2018 as an informational item. After receiving feedback on the Plan, which has been incorporated into the current document, it was presented to these advisory bodies once more in January 2019. While the CAC recommended approval of the Plan, the TAC made a motion to defer approval, as Staff needed to meet once more with Broward County Staff to ensure that the County's comments were incorporated into the Plan. Because this left open the possibility of change to the CSMP, the TAC moved to defer the Item until after this meeting. Since that time, MPO and Broward County Staffs have met and there were no changes to the Plan.

The Board discussed the presentation, with Mr. Gutierrez clarifying that the CSMP includes new projects rather than projects that have previously received funding. It was also noted that projects for which funding has already been assigned did not include a scope of work when listed.

Vice Mayor Colbourne requested clarification of the materials used in constructing a buffer for bicycle lanes. Mr. Gutierrez replied that while MPO Staff typically recommends highly visible means of separation, they rely on the guidelines and standards of local partners to make a final decision. These standards are different for the County and state, which means the materials are dependent upon the project's location. Once the CSMP is approved, Staff will begin working with municipalities immediately to determine the scopes of projects.

Mr. Gutierrez reiterated that public outreach confirmed there is a desire for more separation between bike and traffic lanes. Individuals may not feel safe while riding alongside traffic. He also addressed education of cyclists, which is a key component of the next phase of the CSMP. Staff will work with FDOT, County, and local partners to educate cyclists about the types of facilities available and the safest way to ride a bike.

Chair Blattner asked if there are additional safety initiatives that can enhance safety in bike lanes. Mr. Gutierrez stated that Staff has looked at safety alternatives and designs from all over the country, some of which are recommended in the CSMP. These may include physical barriers, although implementation is dependent upon local standards.

Commissioner Battle referred to the intersection of Hillsboro Boulevard and Dixie Highway, which includes a bike lane in the middle of the street. Mr. Gutierrez confirmed that this can be addressed directly with FDOT. Mayor Stoner and Commissioner Johnson advised that FDOT's public outreach does not always provide sufficient time or opportunity for municipalities to provide input on design, particularly in relation to safety. Mr. Stuart added

that the MPO is aware of this issue and has suggested that FDOT consider adopting a more comprehensive public participation process, similar to the one used by the MPO.

**Motion** made by Commissioner Udine, seconded by Vice Mayor Colbourne, to approve. In an electronic vote, the **motion** passed 25-0.

**NON-ACTION ITEMS**  
**(All Items Open for Public Comment)**

**1. Report from Partner Agencies – South Florida Regional Transportation Authority – South Florida TOD Grant Update**

Loraine Cargill of SFRTA showed a PowerPoint presentation on Transit-Oriented Development (TOD) along the FEC corridor, also known as the Tri-Rail Coastal Link Corridor. In 2016, SFRTA and the South Florida and Treasure Coast Regional Planning Councils were awarded a \$1.25 million grant from FTA. This grant was intended to continue helping leverage and advance TOD. It funds two main activities. The first is corridor-length work, which is underway by the South Florida Regional Planning Council (SFRPC). This work includes water and sewer capacity and housing equity analyses along the Coastal Link Corridor, as well as development of a TOD business fund. They will also consider bicycle and pedestrian access around potential station areas.

The second activity is station area planning, which is led by the Treasure Coast Regional Planning Council (TCRPC). In 2017, SFRTA issued requests for proposals (RFPs) from cities along the Coastal Link Corridor that were interested in station area planning. Of the 14 cities that responded, seven were awarded grants, including three cities in Broward County. The intent of today's presentation is to focus on these planning activities.

Dr. Kim Delaney of TCRPC advised that SFRTA and the Planning Councils recently visited the SunRail Corridor in order to better understand how its stations were planned and developed. SFRTA is working to determine zoning, density, and intensity in the appropriate locations so TOD can be compelled around the stations during the planning phase.

Dr. Delaney provided an overview of the state of station planning along the Coastal Link Corridor, beginning with the station in Hollywood. TOD considers the half-mile area around station locations, as this is typically the pedestrian area. Following public workshops and presentations, both the City and the Hollywood Community Redevelopment Agency (CRA) funded the station effort. A Master Plan has recently been adopted by the Hollywood City Council. The area is meant to be infilled with higher density and mixed-use development and to retain existing industrial uses west of the station area. Residential neighborhoods are maintained and are expected to appreciate in value.

In Wilton Manors, a public workshop was held in October 2018, which determined there is an opportunity for station locations along I-26 south of Oakland Park Boulevard. A more comprehensive presentation is scheduled to be made to Wilton Manors in the coming weeks. There is a strong market for hotel and residential development in this city.

In Oakland Park, interviews are underway for planning events to be held over the next few weeks to examine potential station location north of the historic downtown area. This location is being tested to determine how it can best correlate to the residential neighborhoods surrounding it. A market study to determine the capacity at this location is also underway.

In Palm Beach Gardens, station area planning is complete, with the location established at PGA Boulevard east of I-95. The city had previously identified this location through a TOD agreement. There is additional opportunity for retrofitting surface parking lots at the Palm Beach Gardens Mall for more productive use.

In Delray Beach, the process considers a 1.5 acre property north of Atlantic Avenue, which is owned by the city. There is an adjacent but underused 400-space parking garage. Different programs showing types of development proposed for the parcel were shown to the city. Delray Beach has since adopted a plan for this space.

A station area Master Plan was completed for the city of North Miami Beach in March 2018. There is ongoing discussion about the potential station location, as multiple locations were identified during the public process. This location is likely to be positioned near the border of North Miami Beach and North Miami in order to maximize access to the location and pending redevelopment.

In Miami, three different station locations were evaluated, including a neighborhood-scale station as well as possible stations in the midtown and downtown areas. Walkability is key in maximizing access to the Miami Central Station, which will begin providing Brightline service near the beginning of 2020.

Lessons learned that can be replicated along the Coastal Link Corridor include:

- Populations have different expectations of what TOD means for an area
- Do not "under-develop" TOD, but instead raise expectations regarding what can be done in station areas
- Acting locally with respect to TOD is the best way to maximize the entire corridor

The Board members discussed the presentation, with Mayor Trantalis pointing out that the Coastal Link will add a new layer of service on existing tracks. He asked how many trains the Coastal Link can be expected to add on a daily basis. Ms. Cargill estimated that there are currently 50 trains operating on the South Florida rail corridor, with the possibility of approximately 20 more trains added through the Coastal Link.

Mayor Trantalis continued that this would mean east-west traffic would be shut down roughly 20 more times per day in addition to existing train service. He advised that the impact of increased train service on existing infrastructure must be taken into consideration. Mr. Stuart observed that quiet zone improvements are almost complete and facilities are in place throughout Fort Lauderdale for increased train capacity.

Vice Mayor Moss requested clarification of the distance between the proposed Wilton Manors and Oakland Park stations. Dr. Delaney replied that this is roughly two miles, noting that these two station locations are being considered as a "station pair." Not all proposed station locations are likely to be developed at the same time, but may be phased in over time, with different scales of development. In this case, potential locations between the cities were examined, but no central location could be identified. She concluded that either station location could work, noting that one determining factor could be local financing.

Commissioner Battle commented that there is significant development underway near an existing Tri-Rail station in Deerfield Beach, but it is currently not possible for pedestrians to cross the tracks and access trains moving south. Ms. Cargill noted that Deerfield Beach is one of a few locations without a pedestrian overpass; however, pedestrians can access the station from its northern end, near the roadway. Commissioner Battle noted that parking at this location is also an issue, as southbound parking is also on the opposite side of the tracks, resulting in stacking. She did not feel an at-grade crossing would be sufficient to help pedestrians.

Vice Mayor Holness asked what steps are being taken to link the FEC and current Tri-Rail Corridors, particularly in areas where their tracks are in close proximity. He felt placing stations at these points could alleviate some east-west traffic congestion. Ms. Cargill advised there is consideration for a crossover of this type in Pompano Beach, although funding remains an issue.

Chair Blattner stated that the MPO should assume a leadership role with regard to whether a bridge or a tunnel is constructed for train access, as well as in how to fund such a comprehensive project. He agreed with Mayor Trantalis that additional trains cannot be accommodated in Fort Lauderdale without addressing congestion. Over the longer term, freight will also need to move toward State Road (SR) 27, and there is a desire for passenger rail as well. Mr. Stuart emphasized the importance of moving freight to and from Port Everglades as well.

## **2. Report from Partner Agencies – I-95 at Broward Boulevard PD&E Study**

Anson Sonnett of FDOT showed a PowerPoint presentation on the Project Development and Environment (PD&E) Study of the interchange at I-95 and Broward Boulevard. The PD&E study is the phase in which the concepts of a transportation improvement project are developed prior to final design.

Any PD&E study requires a purpose and need. This study has three major purposes:

- To improve the traffic flow to and from the I-95 general purpose lanes to Broward Boulevard
- To improve connectivity between the I-95 express lanes and Broward Boulevard
- To improve intermodal connectivity and access

The study's stated need is to improve connectivity for all modes of transportation at this interchange.

Will Suero of HDR, project consultant, advised that the project extends from south of Davie Boulevard to Broward Boulevard. He reviewed new connections planned within the study area, including northbound egress from the express lanes to the service interchange at Broward Boulevard and ingress from Broward Boulevard to the I-95 express lanes. Both connections avoid circulation through an existing park-and-ride lot. An additional configuration shows northbound ingress from the Broward Boulevard general use ramp to the northbound I-95 express lanes and a southbound egress from the I-95 express lanes onto Broward Boulevard. These connections provide more direct connectivity between the roadways.

Aside from the ramps, the primary work area for the project on Broward Boulevard extends from NW 24<sup>th</sup> Avenue to east of 18<sup>th</sup> Avenue. Mr. Suero reviewed the connections from general use or express ramps to and from east- and westbound Broward Boulevard. The park-and-ride lot's ramp systems remain, and all transit services are accommodated by this series of ramps as well as connections to Broward Boulevard.

The study began in 2016, with two alternatives workshops held in fall 2017. The information presented at today's meeting previews what will be shown at a public hearing scheduled for March 2019. The study will conclude in summer 2019, after which time it will be eligible to move into the final design phase in 2021-2022. It is possible the project will be ready for construction by 2024.

Vice Chair Caletka asked if movement of vehicles heading west on Broward Boulevard to access the I-95 express lanes would build onto an existing ramp or require construction of a new ramp. Mr. Suero advised that cars will position themselves to the inside lane on Broward Boulevard if they are seeking to access the express lanes or the outer lanes if they plan to use the general purpose lanes. There is also a new bridge structure over southbound I-95 which will move traffic onto southbound I-95 express.

Vice Chair Caletka asked if consideration has been given to doubling the capacity of the proposed new ramp so middle lanes on Broward Boulevard may choose between express and general purpose lanes. He felt this would alleviate some of the stacking at the intersection of 18<sup>th</sup> Avenue and Broward Boulevard. Mr. Suero explained that while this is an accurate observation, the decision point for choosing express or general purpose lanes must be made before the roadway turns south. The design includes additional storage to accommodate stacking.

Vice Mayor Holness noted that the southbound exit moving east will be designed to allow more stacking, but expressed concern that this would not move traffic through the intersection any faster. Mr. Suero advised that by 2040, traffic at this location will warrant a triple left turn; the new bridge also provides greater capacity. He added that a new

connector will allow traffic to move from the I-95 express lanes to I-595. This is part of a separate project that will begin construction later in 2019.

Mayor Trantalis commented that it can be difficult to access the turn lanes going south on I-95, and asked if the general purpose lanes in this area would be reduced from two lanes to one. Mr. Suero explained that the existing two lanes will remain in addition to three southbound left turn lanes.

Vice Chair Caletka requested clarification of a physical separation planned for the bridge. Mr. Suero replied that motorists will be notified of the proper lanes using overhead signage and arrows. The physical separator will be painted with chevrons and will only exist in the last 100 ft. or so to prevent confusion.

### **ADMINISTRATIVE ITEMS**

#### **1. Member Comments**

Vice Chair Caletka stated that Miami-Dade's mass transit system is considering a proposal that would extend rail on University Drive up to the County line. While in the past, the town of Davie had objected to rail on the northerly portion of University Drive, they are now open to conversation of this proposal with the County in light of the passage of the Broward County sales surtax. He concluded that Davie would like to reserve the right to comment on potential improvements.

#### **2. Broward MPO Outreach & Events – November 2018**

#### **3. Speak Up Broward Quarterly Update – 2018 in Review**

#### **4. Planning Technical Assistance Program Fact Sheet**

#### **5. Broward County Commission Agenda Item Authorizing Funding for a Portion of the Pat Salerno Drive / Sawgrass Expressway Interchange**

#### **6. Safe Streets Summit – February 25-26, 2019**

There being no further business to come before the Board at this time, the meeting was adjourned at 11:56 a.m.

**NEXT MEETING: MARCH 14, 2019**

# Appendix F

## List of Recommendations



# **Broward MPO Complete Streets Master Plan** List of Recommendations

RANK	PROJECT BUNDLE	ROADWAY NAME	LIMITS	LENGTH (MILES)	SUPER CONNECTORS	RECOMMENDATION	UNFUNDED RECOMMENDATION	TYPE	LANE ELIMINATION	STATE ROAD	COUNTY ROAD
1	M	US 1	BROWARD/MIAMI-DADE COUNTY LINE TO DIXIE HWY	4.78		ENHANCED BUS CORRIDOR, FURNISHING ZONE, CROSSWALKS	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
2	E	SR 7A/US 441	SUNRISE BLVD TO NW 44 ST	3.05		ENHANCED BUS CORRIDOR, FURNISHING ZONE	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
3	E	OAKLAND PARK BLVD	NW 64 AVE TO POWERLINE RD	5.03		ENHANCED BUS CORRIDOR, FURNISHING ZONE, C-13 CANAL TRAIL	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
4	F	UNIVERSITY DR	SUNSET STRIP TO NW 44 ST	1.9		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, FURNISHING ZONE		PROGRAMMED PROJECT		Y	
5	I	SR 7A/US 441	MIRAMAR PKWY TO STIRLING RD	4.28		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT		Y	
6	G	BROWARD BLVD	NW 31 AVE TO US 1/SR 5	3.05		CROSSWALKS WITH LANDSCAPED PED REFUGE MEDIAN NEAR BUS STOPS, FURNISHING ZONE	BUFFERED BICYCLE LANES (W OF I-95)	PROGRAMMED PROJECT		Y	
7	G	ANDREWS AVE	SW 17 ST TO SUNRISE BLVD	2.51		CONTINUOUS FURNISHING ZONE, CROSSWALKS WITH LANDSCAPED MEDIANS, LIGHTING, LANDSCAPING (MPO WILL NOT FUND), PEDESTRIAN LIGHTING, COUNT-DOWN PEDESTRIAN SIGNALS	BUFFERED BICYCLE LANES/MULTIMODAL PATH	PROPOSED PROJECT			Y
8	B	SAMPLE RD	BLOUNT RD TO NE 3 AVE	2.54		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS)		PROPOSED PROJECT		Y	
9	I	PINES BLVD	UNIVERSITY DR TO S 56 AVE	3.02		CONTINUOUS FURNISHING ZONE	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
9	E	NW 31 AVE	SUNRISE BLVD TO NW 44 ST	3.06		PROGRAMMED PROJECT TO ADD BICYCLE LANES, SEPARATED BICYCLE LANES AND CONTINUOUS FURNISHING ZONES COULD BE PROVIDED THRU LANE ELIMINATION, PEDESTRIAN LIGHTING		PROPOSED PROJECT	Y		Y
11	E	SUNRISE BLVD	NW 11 PL TO POWERLINE RD	5.44		ENHANCED BUS CORRIDOR, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON THE SOUTH SIDE, C-12 CANAL TRAIL	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
12	B	MLK BLVD	NW 31 AVE TO DIXIE HWY	2.88				PROGRAMMED PROJECT			
13	A	DIXIE HWY	SAMPLE RD TO BROWARD/PALM BEACH COUNTY LINE	3.44		FILL IN PEDESTRIAN ZONE (SIDEWALK GAP) ON EAST SIDE FROM NE 54 ST TO ATLANTIC BLVD, FURNISHING ZONE, BUFFERED BICYCLE LANES, DIXIE HIGHWAY/PEC TRAIL		PROPOSED PROJECT		Y	Y
13	B	DIXIE HWY	ATLANTIC BLVD TO SAMPLE RD	5.97				PROGRAMMED PROJECT		Y	

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15	G	SUNRISE BLVD	ANDREWS AVE TO BAYVIEW DR	1.83		ENHANCED BUS CORRIDOR, CONTINUOUS FURNISHING ZONE	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
16	I	UNIVERSITY DR	COUNTY LINE TO TAFT ST	3.57		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE		PROPOSED PROJECT		Y	
16	D	SR 7/US 441	NW 62 ST TO ROYAL PALM BLVD	3.75		ENHANCED BUS CORRIDOR, FILL IN GAPS IN BICYCLE LANES, FURNISHING ZONE, TURNPIKE GREENWAY		PROPOSED PROJECT		Y	
18	G	NE 3 AVE/NE 4 AVE	BROWARD BLVD TO SUNRISE BLVD	1.02		BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT	Y		Y
19	E	POWERLINE RD	SUNRISE BLVD TO OAKLAND PARK BLVD	2.04		SEPARATED BICYCLE LANES (PORTIONS), ENHANCEMENTS TO BUFFERED BIKE LANE CONTINUITY, BIKE BOX (OAKLAND PARK BLVD)		PROPOSED PROJECT		Y	
20		OAKLAND PARK BLVD	UNIVERSITY DR TO NW 64 AVE	1.33	Y	ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), C-13 CANAL TRAIL		PROPOSED PROJECT		Y	
21		SUNRISE BLVD	POWERLINE RD TO ANDREWS AVE	0.6	Y	ENHANCED BUS CORRIDOR, BICYCLE LANES, CONTINUOUS FURNISHING ZONE, CROSSWALKS WITH LANDSCAPED PED REFUGE MEDIANS		PROPOSED PROJECT		Y	
22	G	NW 6 ST	NW 15 AVE TO US VSR 5	1.52		CONTINUOUS FURNISHING ZONE, GREEN COLOR BICYCLE LANES		PROPOSED PROJECT	Y		
23		ROYAL PALM BLVD	RIVERSIDE DR TO BLOUNT RD	4.71	Y	BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE, WIDEN AND UPGRADE SIDEWALK, PORTIONS PROGRAMMED		PROPOSED PROJECT			Y
24	H	SW/NW 8 AVE / S/N 26 AVE	COUNTY LINE RD TO SHERIDAN ST	5.21		GREEN BICYCLE LANES		PROPOSED PROJECT			
25	E	NW 19 ST	NW 49 AVE TO POWERLINE RD	3.81		FURNISHING ZONE, MULTIMODAL PATH, CROSSWALKS WITH LANDSCAPED PED REFUGE MEDIANS		PROPOSED PROJECT			Y
26	A	MILLSBORO BLVD	SW NATURA BLVD TO SR A1A	2.13				PROGRAMMED PROJECT		Y	
27	H	PEMBROKE RD	SW 26 AVE TO NE 14 AVE	1.51		PEDESTRIAN ZONE (SIDEWALK GAPS) NE 10TH AVENUE TO NE 12TH AVE, CONVENTIONAL BICYCLE LANES, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT		Y	
28	I	MIRAMAR PKWY	DOUGLAS RD TO SW 56 AVE	4.06		BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT		Y	Y

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28	C	SAMPLE RD	UNIVERSITY DR TO ROCK ISLAND RD	1.72		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT		Y	
30	I	PEMBROKE RD	UNIVERSITY DR TO SW 56 AVE	3.04		BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), FURNISHING ZONE, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT		Y	
31	H	SE/NE 1 AVE / S/N 71 AVE	COUNTY LINE RD TO SHERIDAN ST	5.2		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE		PROPOSED PROJECT	Y		Y
31	G	SW/SE 17 ST	US 1 TO CORDOVA ROAD	0.31		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), GREEN COLOR BICYCLE LANES		PROPOSED PROJECT		Y	
33	H	US 1	DIXIE HWY TO OLD GRIFFIN RD	1.25		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE		PROPOSED PROJECT		Y	
34	G	SW/SE 17 ST	SW 9 AVE TO US 1	1.05		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), GREEN COLOR BICYCLE LANES		PROPOSED PROJECT			
35		POWERLINE RD	OAKLAND PARK BLVD TO COMMERCIAL BLVD	1.53	Y			PROGRAMMED PROJECT		Y	
36	A	NE 48 ST	MILITARY TRL TO DIXIE HWY	1.65		SEPARATED BICYCLE LANES, CONTINUOUS FURNISHING ZONE, (PROGRAMMED PROJECT TO ADD BICYCLE LANES)		PROPOSED PROJECT			Y
36	A	NE 48 ST	DIXIE HWY TO US 1/SR 5	0.95		GREEN COLOR BICYCLE LANES, CONTINUOUS FURNISHING ZONE, (PROGRAMMED PROJECT TO ADD BICYCLE LANES)		PROPOSED PROJECT			Y
38	B	ATLANTIC BLVD	NW 31 AVE TO DIXIE HWY	2.47		BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON SOUTH SIDE FROM ANDREWS AVE TO NW 6TH AVE), C-14 CANAL/CYPRESS CREEK GREENWAY		PROPOSED PROJECT		Y	
38		NE 10 ST / NE 7 AVE / ELLI GRIFFIN RD TO SE 17 ST		4.11	Y	CONVENTIONAL BICYCLE LANES, CONTINUOUS FURNISHING ZONE, LIGHTING, SIDEWALK GAPS		PROPOSED PROJECT			Y
38		ATLANTIC BLVD	SR 7/US 441 TO NW 31 AVE	2.48	Y	BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE, C-14 CANAL/CYPRESS CREEK GREENWAY		PROPOSED PROJECT		Y	
41	H	SHERIDAN ST	N 29 AVE TO US 1/SR 5	1.4			BUFFERED BICYCLE LANES, FURNISHING ZONE	PROPOSED PROJECT		Y	
42	C	SAMPLE RD	CORAL SPRINGS DR TO UNIVERSITY DR	1.01		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, FURNISHING ZONE, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y

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43	A	SAMPLE RD	NE 3 AVE FROM NE 23 AVE	1.74		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, FURNISHING ZONE, PEDESTRIAN LIGHTING		PROPOSED PROJECT		Y	
43	G	SE 3 AVE	SE 6 STREET TO BROWARD BLVD	0.52		BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT	Y		Y
45	B	COPANS RD	BLOUNT RD TO DIXIE HWY	2.56		BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAP) ON SOUTH SIDE FROM POWERLINE RD TO NW 15 AVE		PROPOSED PROJECT			Y
46	H	STIRLING RD	N 29 AVE TO US VSR 5	1.4		FURNISHING ZONE	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
47	D	SOUTHGATE BLVD	SW 81 AVE TO SR 7/US 441	2.01		SEPARATED BICYCLE LANES (W OF SW 65TH AVE), BICYCLE LANES (E OF SW 65TH AVE), BIKE BOX (SR 7), CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE, C-14 CANAL/CYPRESS CREEK GREENWAY		PROPOSED PROJECT			
48		PEMBROKE RD	S 56 AVE TO S 26 AVE	2.49	Y	BICYCLE LANES, CONTINUOUS FURNISHING ZONE, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT		Y	
49	H	JOHNSON ST	N 26 AVE TO US VSR 5	1.01		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS)	GREEN COLOR BICYCLE LANES	PROPOSED PROJECT			
50	D	MCNAB RD	SW 81 AVE TO SR 7/US 441	2.17		SEPARATED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS INCLUDING SW 15TH ST), PEDESTRIAN LIGHTING, TRAFFIC CIRCLES AT FOREST BLVD, KIMBERLEY BLVD AND HAMPTON BLVD		PROPOSED PROJECT			Y
50	D	SW 81 AVE	NW 62 ST/BAILEY RD TO SOUTHGATE BLVD	1.87		SEPARATED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS)		PROPOSED PROJECT			
52	E	NW 55 AVE	SUNRISE BLVD TO OAKLAND PARK BLVD	2.04		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE, TURNPIKE GREENWAY		PROPOSED PROJECT			
52		STIRLING RD	SW 40 AVE/N 56 AVE TO N 29 AVE	2.17	Y	BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT		Y	
54	A	US VSR 5	SAMPLE RD TO HILLSBORO BLVD	2.96				PROGRAMMED PROJECT		Y	
55	C	ROYAL PALM BLVD	CORAL SPRINGS DR TO RIVERSIDE DR	1.85		BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			
56	E	SUNSET STRIP	SUNRISE BLVD TO NW 64 AVE	1.34				PROGRAMMED PROJECT			

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57	H	HOLLYWOOD BLVD	S 26 AVE TO US 1/ SR 5	1.05				PROGRAMMED PROJECT			
58	G	US 1	SE 17 ST TO SUNRISE BLVD	2.53		ENHANCED BUS CORRIDOR, CONTINUOUS FURNISHING ZONE	BUFFERED BICYCLE LANES (ALTERNATE ROUTE N of BROWARD)	PROPOSED PROJECT		Y	
58		PINE ISLAND RD	BROWARD BLVD TO SUNSET STRIP	2.44	Y	BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			Y
60	F	OAKLAND PARK BLVD	HIATUS GREENWAY TO UNIVERSITY DR	2.64		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), C-13 CANAL TRAIL		PROPOSED PROJECT			Y
60	E	NW 49 AVE	NW 19 ST TO OAKLAND PARK BLVD	1.11		TRAFFIC CALMING, GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS)		PROPOSED PROJECT			
60	E	NW 23 AVE/NW 21 AVE	SUNRISE BLVD TO OAKLAND PARK BLVD	2.11		CONTINUOUS PEDESTRIAN ZONE (CONNECT TO SUNRISE BLVD), CROSSWALKS, SEPARATED BICYCLE LANES, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
63	J	SHERIDAN ST	DOUGLAS RD TO N 72 AVE	1.99		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON SOUTH SIDE, BUFFERED BICYCLE LANES		PROPOSED PROJECT			Y
64	D	ROCK ISLAND RD	NW 62 ST/BAILEY RD TO ROYAL PALM BLVD	3.61		BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON EAST SIDE FROM NW 62 ST TO MCNAB RD AND FOREST BLVD TO SOUTHGATE BLVD, ROCK ISLAND ROAD FPL R.O.W. TRAIL		PROPOSED PROJECT			
65	E	NW 26 ST	NW 49 AVE TO SR 7/US 441	0.87		TRAFFIC CALMING, GREEN COLOR BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS)		PROPOSED PROJECT			
65	D	KIMBERLY BLVD	SW 81 AVE TO SR 7/US 441	2.14		BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROGRAMMED PROJECT			
67	A	NE 3 AVE	SAMPLE RD TO HILLSBORO BLVD	3.43		FILL IN PEDESTRIAN ZONE (SIDEWALK GAP), CONTINUOUS BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			
68	C	RIVERSIDE DR	ROYAL PALM BLVD TO WILES RD	2.03		BUFFERED BICYCLE LANES, FURNISHING ZONE, ENHANCED BUS CORRIDOR, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
69	I	JOHNSON ST	UNIVERSITY DR TO S 56 AVE	3.03		BIKE BOX (SR 7/US 441), GREEN COLOR BICYCLE LANES, TRAFFIC CALMING		PROPOSED PROJECT			
69		DANIA BEACH BLVD	US 1/ SR 5 TO OCEAN DR	1.75	Y	BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), FURNISHING ZONE, PORTIONS FUNDED		PROPOSED PROJECT	Y	Y	

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71		PARK RD	PEMBROKE RD TO STIRLING RD	3.62	Y	BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS)		PROPOSED PROJECT			
72	J	UNIVERSITY DR	TAFT ST TO STIRLING RD	1.54		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE		PROPOSED PROJECT		Y	
73	D	ATLANTIC BLVD	ROCK ISLAND RD TO SR 7/US 441	1.05		CONVENTIONAL BICYCLE LANES, C-14 CANAL/CYPRESS CREEK GREENWAY		PROPOSED PROJECT			Y
74	G	NW 6 ST	NW 31 AVE TO NW 15 AVE	1.53		CONTINUOUS FURNISHING ZONE, CROSSWALKS WITH LANDSCAPED PED REFUGE MEDIANS, SEPARATED BICYCLE LANES, PEDESTRIAN LIGHTING		PROPOSED PROJECT	Y		Y
75	B	NE 3 AVE	COPANS RD TO SAMPLE RD	0.99		WIDER PEDESTRIAN ZONE (SIDEWALKS), GREEN COLOR BICYCLE LANES, TRAFFIC CALMING, FURNISHING ZONE		PROPOSED PROJECT			
76	I	S 56 AVE	HALLANDALE BCH BLVD TO STIRLING RD	4.32				PROGRAMMED PROJECT			
77	A	SE 10 ST	MILITARY TRL TO I-95	0.72		INCORPORATE BICYCLE FACILITIES IN THE SW 10TH STREET CONNECTOR PROJECT/H-95 PDSE STUDY		PROPOSED PROJECT		Y	
78	I	SHERIDAN ST	N 66 AVE TO N 56 AVE	1.28		BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT		Y	Y
79	I	WASHINGTON ST	S 64 AVE TO N 46 AVE	1.61		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS)		PROPOSED PROJECT			
80	F	PINE ISLAND RD	SUNSET STRIP TO NW 44 ST	1.92		BUFFERED BICYCLE LANES		PROPOSED PROJECT			Y
80	A	SW 3 AVE	SW 10 ST TO NW 2 ST	1.09				PROGRAMMED PROJECT			
82	I	S 72 AVE	PEMBROKE RD TO TAFT ST	2.02		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), GREEN COLOR BICYCLE LANES, BIKE BOXES (PINES BLVD, TAFT ST)		PROPOSED PROJECT			
82	E	NW 47 AVE	SUNRISE BLVD TO NW 26 ST	1.58		GREEN COLOR BICYCLE LANES, CROSSWALKS, FILLING IN SIDEWALK GAPS, FURNISHING ZONE		PROPOSED PROJECT			
84	E	NW 15 AVE	SUNRISE BLVD TO NW 19 ST	1.02		SEPARATED BICYCLE LANES, CROSSWALKS, TRAFFIC CALMING, FURNISHING ZONE		PROPOSED PROJECT			

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85	C	CORAL SPRINGS DR	RAVBLEWOOD DR TO WILES RD	1.74		BUFFERED BICYCLE LANES, FURNISHING ZONE, BIKE BOX (ROYAL PALM BLVD), WIDEN AND UPGRADE SIDEWALK, POTENTIAL FOR MULTI-USE PATH		PROPOSED PROJECT			Y
86	I	S 64 AVE	MIRAMAR PKWY TO WASHINGTON ST	1.25		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), TRAFFIC CALMING		PROPOSED PROJECT			
87	E	NW 64 AVE/NW 19 ST	OAKLAND PARK BLVD TO NW 52ND AVE	1.19		BUFFERED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), PORTIONS FUNDED - 435997.1		PROPOSED PROJECT			
88	E	NW 27 AVE	SUNRISE BLVD TO NW 16 ST	0.65		SEPARATED BICYCLE LANES, TRAFFIC CALMING, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
89		DIXIE HWY	MENAB RD TO ATLANTIC BLVD	1.49	Y			PROGRAMMED PROJECT	Y		
90	B	NW 15 ST	POWERLINE RD TO DIXIE HWY	1.83		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON NORTH SIDE, TRAFFIC CALMING, GREEN COLOR BICYCLE LANES		PROPOSED PROJECT			Y
90		DAVIE RD	STIRLING RD TO SR 84	3.32	Y	GREEN CONVENTIONAL BICYCLE LANES, BICYCLE BOX (GRIFFIN RD, ORANGE DR)		PROPOSED PROJECT			Y
92	A	SE 10 ST	I-95 TO NE 27 AVE	2.24				PROGRAMMED PROJECT			
93	I	SW 68 AVE	MIRAMAR PKWY TO PEMBROKE RD	0.94		GREEN COLOR BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), TRAFFIC CALMING		PROPOSED PROJECT			
94	H	WASHINGTON ST	S 28 AVE TO DIPLOMAT PKWY	2.01		GREEN BICYCLE LANES, TRAFFIC CALMING		PROPOSED PROJECT			
94	B	NW 6 AVE	ATLANTIC BLVD TO NW 15 ST	1		GREEN COLOR BICYCLE LANES		PROPOSED PROJECT			
94		PROSPECT ROAD	COMMERCIAL BLVD TO DIXIE HWY	2.75	Y			PROGRAMMED PROJECT	Y		Y
97	C	UNIVERSITY DR	ROYAL PALM BLVD TO SAMPLE RD	0.91		ENHANCED BUS CORRIDOR, FURNISHING ZONE	BUFFERED BICYCLE LANES	PROPOSED PROJECT		Y	
97	F	NOB HILL RD	SUNSET STRIP TO NW 44 ST	1.87		BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			



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99	I	TAFT ST	UNIVERSITY DR TO S 56 AVE	3.02		SEPARATED BICYCLE LANES, CONTINUOUS FURNISHING ZONE, CROSSWALKS		PROPOSED PROJECT	Y		
100	B	NW 31 AVE/TURNPIKE CO	ATLANTIC BLVD TO MILK BLVD	0.96		FURNISHING ZONE, SEPARATED BICYCLE LANES, TURNPIKE GREENWAY		PROPOSED PROJECT		Y	
100	F	HIATUS RD	SUNSET STRIP TO COMMERCIAL BLVD	1.96		BUFFERED BICYCLE LANES, FURNISHING ZONE, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
102		DIXIE HWY	MCNAB RD TO POHPANO PARK PL	1.27	Y			PROGRAMMED PROJECT	Y		
103	G	DAVIE BLVD	SW 9 AVE TO MIAMI RD	1.03		BUFFERED BICYCLE LANES (RECONSTRUCTION) OR CONVENTIONAL BICYCLE LANES (RESURFACING), CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT		Y	
104	K	PEMBROKE RD	SW 145 AVE TO FLAMINGO RD	1.55		BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), FURNISHING ZONE, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT			
105	J	DAVIE RD	UNIVERSITY DR TO STIRLING RD	1.46				PROGRAMMED PROJECT			Y
105	G	SE 3 AVE	SE 17 ST TO SE 6 STREET	0.97		BIKE BOX (SE 17 ST), BUFFERED BICYCLE LANES, CONTINUOUS FURNISHING ZONE, BIKE SIGNALS, LIGHTING		PROPOSED PROJECT	Y		Y
107	I	N 64 AVE	PINES BLVD TO STIRLING RD	1.48		GREEN COLOR BICYCLE LANES		PROPOSED PROJECT			Y
108	C	NW 99 AVE	ROYAL PALM BLVD TO NW 29 ST	0.54		CONVENTIONAL BICYCLE LANES, TRAFFIC CALMING, WIDER PEDESTRIAN ZONE (SIDEWALKS)		PROPOSED PROJECT			
109	D	NW 62 ST/BAILEY RD	NW 64 AVE TO FLORIDA'S TURNPIKE	2.01		CONTINUOUS BUFFERED BICYCLE LANES, BIKE BOX (SW 81 AVE, ROCK ISLAND RD, SR 7), CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT			Y
110	F	SUNSET STRIP	HIATUS GREENWAY TO UNIVERSITY DR	2.55				PROGRAMMED PROJECT			
110		STIRLING RD	DAVIE RD TO N 64 AVE	0.92	Y			PROGRAMMED PROJECT		Y	Y
112	B	POWERLINE RD	ATLANTIC BLVD TO SAMPLE RD	3.12		BUFFERED BICYCLE LANES		PROPOSED PROJECT		Y	



**Broward MPO Complete Streets Master Plan**  
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RANK	PROJECT BUNDLE	ROADWAY NAME	LIMITS	LENGTH (MILES)	SUPER CONNECTORS	RECOMMENDATION	UNFUNDED RECOMMENDATION	TYPE	LANE ELIMINATION	STATE ROAD	COUNTY ROAD
113	E	NW 26 ST	NW 31 AVE TO NW 21 AVE	1.01		GREEN COLOR BICYCLE LANES, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
113	E	NW 44 ST	SR 7/US 441 TO NW 21 AVE	2.02		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), BUFFERED BICYCLE LANES, PARTIAL LANE ELIMINATION (4L TO 3L) OR MEDIAN RECONSTRUCTION		PROPOSED PROJECT	Y		
115	J	STIRLING RD	PINE ISLAND RD TO N 72 AVE	1.75				PROGRAMMED PROJECT		Y	Y
116	I	STIRLING RD	N 64 AVE TO N 56 AVE	1				PROGRAMMED PROJECT		Y	
117	K	PINES BLVD	SW 142 AVE TO FLAMINGO RD	1.31		ENHANCED BUS CORRIDOR, BUFFERED BICYCLE LANES		PROPOSED PROJECT		Y	
117	B	NW 27 AVE	ATLANTIC BLVD TO MLK BLVD	0.97		FURNISHING ZONE, TRAFFIC CALMING, CROSSWALKS	GREEN COLOR BICYCLE LANES	PROPOSED PROJECT			
119	C	NW 29 ST	CORAL SPRINGS DR TO CORAL HILLS DR	0.75		CONVENTIONAL BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			
120	B	ANDREWS AVE	ATLANTIC BLVD TO SAMPLE RD	3.1		CONTINUOUS BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			Y
121		PEMBROKE RD	FLAMINGO RD TO UNIVERSITY DR	3.97	Y	BUFFERED BICYCLE LANES, WIDER PEDESTRIAN ZONE (SIDEWALKS), PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT			
122	A	SW 15 ST	FAU RESEARCH PARK BLVD TO US 1/SR 5	1.59		GREEN COLOR BICYCLE LANES, CONTINUOUS FURNISHING ZONE		PROPOSED PROJECT			
123	H	N 29 AVE	SHERIDAN ST TO STIRLING RD	1.02		GREEN BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			
124	H	OLD GRIFFIN RD	BRYAN RD TO US 1	0.79				PROGRAMMED PROJECT			Y
125	J	N 72 AVE	SHERIDAN ST TO DAVIE RD	0.76		GREEN COLOR BICYCLE LANES, BIKE BOX (SHERIDAN ST, DAVIE RD)		PROPOSED PROJECT			
126	F	NW 44 ST	HIATUS GREENWAY TO UNIVERSITY DR	4.74		SEPARATED BICYCLE LANES (PINE ISLAND RD TO UNIVERSITY DR)		PROPOSED PROJECT			

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127	K	FLAMINGO RD	PEMBROKE RD TO PINES BLVD	1.01		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) ON WEST SIDE, BUFFERED BICYCLE LANES		PROPOSED PROJECT		Y	
128		MENAB RD	NW 31 AVE TO DIXIE HWY	3.59	Y	SEPARATED BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONES (SIDEWALK GAPS), CONVERT TO A CONTINUOUS 4L CORRIDOR, PEDESTRIAN LIGHTING		PROPOSED PROJECT	Y		Y
129	C	CORAL MILLS DR	NW 29 ST TO SAMPLE RD	0.37		CONVENTIONAL BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) NW 31ST CT TO SAMPLE RD, FURNISHING ZONE		PROPOSED PROJECT			
130	A	SE 2 AVE	SE 10 ST TO HILLSBORO BLVD	0.93				PROGRAMMED PROJECT			
131	H	HARRISON ST	DIXIE HWY TO US VSR 5	0.4		SHARED LANE MARKINGS/SIGNAGE		PROPOSED PROJECT			
132	H	TYLER ST	DIXIE HWY TO US VSR 5	0.4		GREEN BICYCLE LANE		PROPOSED PROJECT			
133	H	DIXIE HWY	SHERIDAN ST TO US 1	0.72		CONVENTIONAL BICYCLE LANES, CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), FURNISHING ZONE, UTILIZE SW 4TH FOR BICYCLE/PEDESTRIAN IMPROVEMENT FROM SHERIDAN ST TO SW 13 ST		PROPOSED PROJECT	Y		Y
133	G	LAS OLAS BLVD	ANDREWS AVE TO US VSR 5	0.39				PROGRAMMED PROJECT			
135	H	BRYAN RD	STIRLING RD TO OLD GRIFFIN RD	0.78		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), CONVENTIONAL BICYCLE LANES, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
136	B	BLOUNT RD	MLK BLVD TO SAMPLE RD	2.12		BUFFERED BICYCLE LANES, FURNISHING ZONE, TURNPIKE GREENWAY		PROPOSED PROJECT			Y
137	B	NW B AVE	NW 33 ST TO SAMPLE RD	0.24		GREEN COLOR BICYCLE LANES, FILL IN PEDESTRIAN ZONE (SIDEWALK GAP) ON EAST SIDE, FURNISHING ZONE		PROPOSED PROJECT			
138	E	NW 16 ST	NW 27 AVE TO NW 23 AVE	0.45		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), GREEN COLOR BICYCLE LANES, TRAFFIC CALMING, PEDESTRIAN LIGHTING		PROPOSED PROJECT			Y
139	K	SW 145 AVE	MIRAMAR PKWY TO NW 10 ST	2.58		BUFFERED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			
139	J	PINE ISLAND RD	SHERIDAN ST TO STIRLING RD	1.09		SEPARATED BICYCLE LANES, FURNISHING ZONE		PROPOSED PROJECT			Y

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141	H	TAFT ST	N 26 AVE TO DIKE HWY	0.62		GREEN BICYCLE LANES		PROPOSED PROJECT			
141	L	MIRAMAR PKWY	SW 172 AVE TO DYKES RD	1		SEPARATED BICYCLE LANES, FURNISHING ZONE, CROSSWALKS AT BUS STOPS		PROPOSED PROJECT			
143		PEMBROKE RD	DYKES RD TO SW 145 AVE	1.58	Y	BUFFERED BICYCLE LANES, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT			
144	L	DYKES RD	BASS CREEK RD TO PEMBROKE RD	1.77		WIDER PEDESTRIAN ZONES (SIDEWALKS), BUFFERED BICYCLE LANES, BIKE BOX (BASS CREEK RD)		PROPOSED PROJECT			
145	F	SUNRISE LAKES BLVD	HIATUS GREENWAY TO UNIVERSITY DR	2.7		WIDER PEDESTRIAN ZONE (SIDEWALKS), FURNISHING ZONE		PROPOSED PROJECT			
146	F	NW 94 AVE	OAKLAND PARK BLVD TO NW 44TH ST	0.74		SEPARATED BICYCLE LANES, WIDER PEDESTRIAN ZONES (SIDEWALKS), FURNISHING ZONE		PROPOSED PROJECT	Y		
147	H	ATLANTIC SHORES BLVD	US 1 TO DIPLOMAT PKWY	0.77		CONTINUOUS FURNISHING ZONE, GREEN COLOR BICYCLE LANES		PROPOSED PROJECT			
148		BAYVIEW DR	SUNRISE BLVD TO US 1/SR 5	4.91	Y	CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS)		PROPOSED PROJECT			
149	L	PEMBROKE RD	SW 172 AVE TO DYKES RD	0.9		SEPARATED BICYCLE LANES, PEMBROKE PINES/HOLLYWOOD TRAIL		PROPOSED PROJECT			
150	G	SW/SE 7 ST	SW 4 AVE TO US 1	0.63		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS), TRAFFIC CALMING, GREEN COLOR BICYCLE LANES, BIKE BOX (SW 4 AVE, ANDREWS AVE, SE 3 AVE)		PROPOSED PROJECT			
151	L	SW 172 AVE	BASS CREEK RD TO PEMBROKE RD	1.51		CONTINUOUS PEDESTRIAN ZONE (SIDEWALK GAPS) SW 48 CT TO MIRAMAR PKWY, CROSSWALKS AT BUS STOPS, SEPARATED BICYCLE LANES		PROPOSED PROJECT			
152	G	NE 4 ST	ANDREWS AVE TO US 1/SR 5	0.39				PROGRAMMED PROJECT			