SR 7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY

Project Advisory Committee (DRAFT)

May 20 , 2016

Project Recommendations

- Corridor-wide improvements
- Short-term bike/pedestrian network connectivity projects
- Longer-term improvements at major intersections for project development

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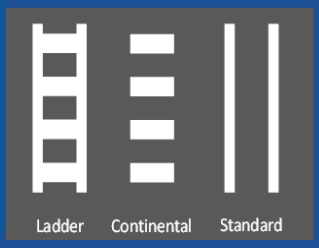
Corridor-Wide Improvements

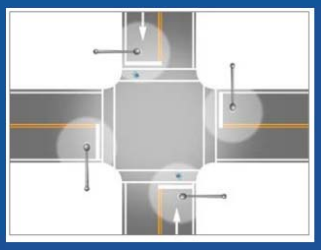
- Corridor-wide improvements discussed at previous PAC meetings

Pedestrian Countdown Signal

Right-Turn 'Yield to Pedestrian' Sign



Enhanced Crosswalk Markings



Enhanced Intersection Lighting

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Bike/Pedestrian Network Connectivity Improvements

- Evaluated bicycle and pedestrian network connectivity projects presented to PAC at March meeting
- Evaluation included:
  - Field/Google Earth review
  - Engineering assessment for constructability and ROW constraints
  - LRE planning cost estimates

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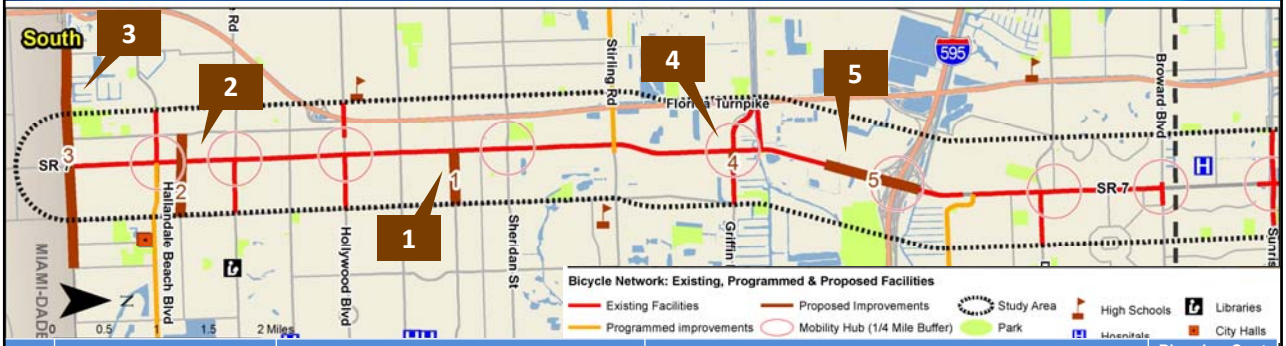
Bike Facility Improvements (South Working Group)



#	City	On (From/To)	Description (Length)	Planning Cost Estimate
1	Hollywood	Taft St (from SR 7 to SW 56th Ave	Widen pavement to provide bike lanes (0.50 MI)	$674,000
2	West Park, Miramar	SW 25th St (from SW 62nd Ave to SW 56th Ave)	Provide shared lane arrows (0.77 MI)	$219,000
3	West Park, Pembroke Park	Countyline Rd (from SW 68th Ln to SW 48th Ave)	Widen pavement to provide bike lanes (2.15 MI)	$3.8 M
4	Dania Beach, Hollywood	Griffin Rd (from SR 7 to SW 44th Ave)	Reconstruct median & modify lane markings to for keyholes (0.20 MI)	$706,000
5	Davie	SR 7 (from Oakes Rd/SW 36th St to New River Greenway Trail)	Provide shared use path (0.90 MI)	$0.5 - $2.2m*

Bike Facility Improvements (Central Working Group)

#	City	On (From/To)	Description (Length)	Planning Cost Estimate
7	Fort Lauderdale, North Lauderdale	W Prospect Rd (from SR 7 to NW 31st Ave)	Widen pavement to provide bike lanes (1.00 MI)	$2.1 M
8	Lauderhill	NW 16th St (from NW 47th Ave to SR 7)	Widen pavement to provide bike lanes (0.55 MI)	$974,000
9	Lauderhill	NW 19th St (from NW 47th Ave to SR 7)	Widen pavement to provide bike lanes (0.60 MI)	$1.06 M
10	Lauderhill, Lauderdale Lakes	NW 26th St (from NW 49th Ave to SR 7)	Widen pavement to provide bike lanes (0.87 MI)	$1.4 M
11	Lauderhill, Planation	Sunrise Blvd Canal (from SR 7 to SW 31st Ave)	Continue trail to NW 31st Ave and enhance SR 7 crossing (1.10 MI)	$615,000

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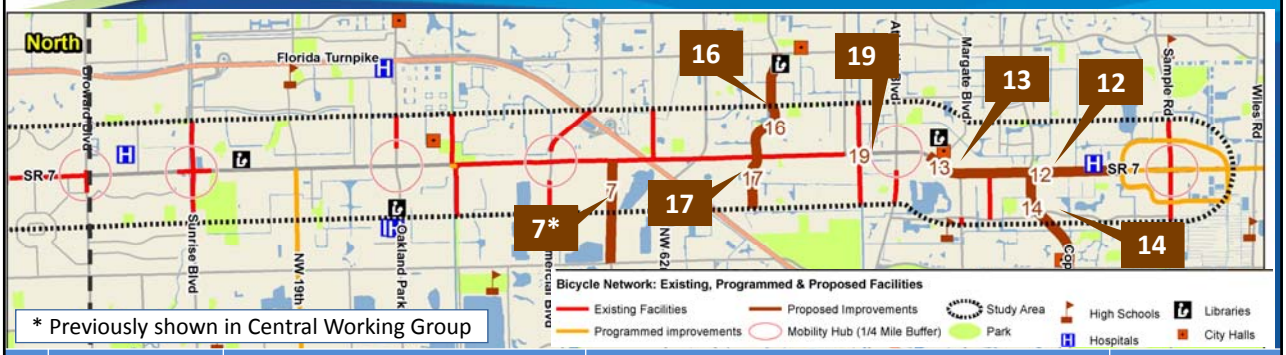
Bike Facility Improvements (North Working Group)



#	City	On (From/To)	Description (Length)	Planning Cost Estimate
7	Fort Lauderdale, North Lauderdale	W Prospect Rd (from SR 7 to NW 31st Ave)	Widen pavement to provide bike lanes (1.00 MI)	$2.1 M
12	Margate	SR 7 (from Seton Dr to NW 31st St)	Provide 8-10' sidewalks (1.60 MI)	$320,000
13	Margate	SR 7 (from Merrill Rd to Seton Dr)	Provide 15' shared use path (0.40 MI)	$200,000
14	Margate, Coconut Creek	Copans Rd (from SR 7 to Lyons Rd)	Widen pavement to provide bike lanes (1.00 MI)	$2.6 M
16	North Lauderdale	Kimberly Blvd (from Rock Island Rd to SR 7)	Widen pavement to provide bike lanes (1.10 MI)	$2.4 M
17	Margate	SW 11th St (from SR 7 to SW 49th Ter)	Widen pavement for bike lanes or sharrows and widen sidewalks (0.75 MI)	$1.1 M
19	Margate	SR 7 at Cypress Creek Greenway/C-14 Canal	Mid-block crossing for multi-use trail and wide sidewalks (0.10 MI)	$208,000

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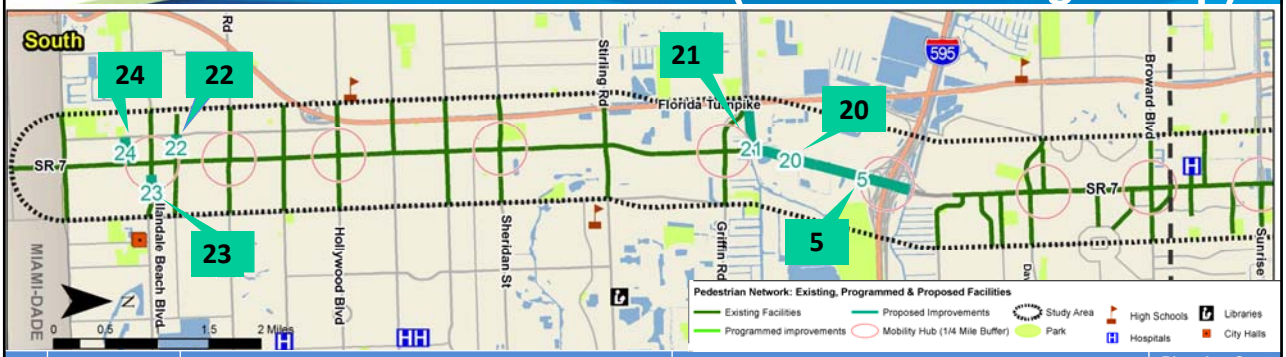
Pedestrian Improvements (South Working Group)



#	City	On (From/To)	Description (Length)	Planning Cost Estimate
5	Davie	SR 7 (from Oakes Rd/SW 36th St to New River Greenway Trail)	Provide shared use path (0.90 MI)	$0.5 - $2.2m*
20	Davie	SR 7 (from SW 45th St to Oakes Rd/SW 36th St)	Construct sidewalk on east side of SR 7 (0.65 MI)	$330,000
21	Davie	SW 45th St (from the Turnpike to SR 7)	Construct wide sidewalk along north side of road (0.45 MI)	$268,000
22	Miramar	SW 25th St (from SW 64th Ave to SR 7)	Complete gaps to provide sidewalk on north side (0.50 MI)	$350,000
23	West Park	Hallandale Beach Blvd (from Edmund Rd to SW 58th Ave)	Stripe sidewalk from paved parking along north side 0.13 MI)	$2,800
24	Miramar	SW 33rd St (from SW 62nd Ave to SR 7)	Complete sidewalk along north side of road (0.25 MI)	$120,000

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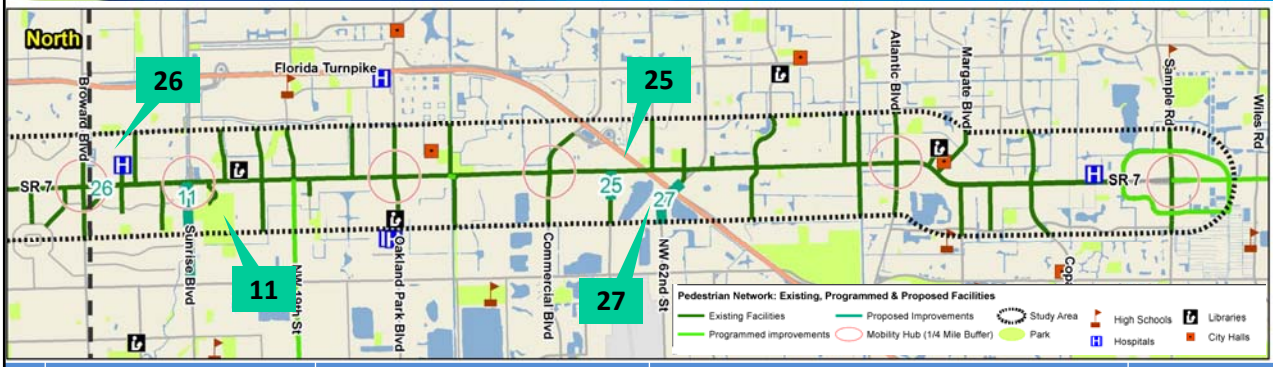
Pedestrian Improvements (Central Working Group)



#	City	On (From/To)	Description (Length)	Planning Cost Estimate
11	Lauderhill, Plantation	Sunrise Blvd Canal (from SR 7 to SW 31st Ave)	Continue trail to NW 31st Ave and enhance SR 7 crossing (1.10 MI)	$615,000
25	Fort Lauderdale, North Lauderdale	W Prospect Rd (from SR 7 to NW 36th Ave)	Complete sidewalk along south side of road (0.25)	$120,000
26	Plantation	SR 7 (north of Broward Boulevard)	Provide mid-block crosswalk (0.10 MI)	$220,000
27	Fort Lauderdale, Broward County, North Lauderdale	Cypress Creek Rd (from SR 7 to NW 35th Ave)	Sidewalk on south side connects to SR 7 via ramp sidewalk (TBD)	TBD

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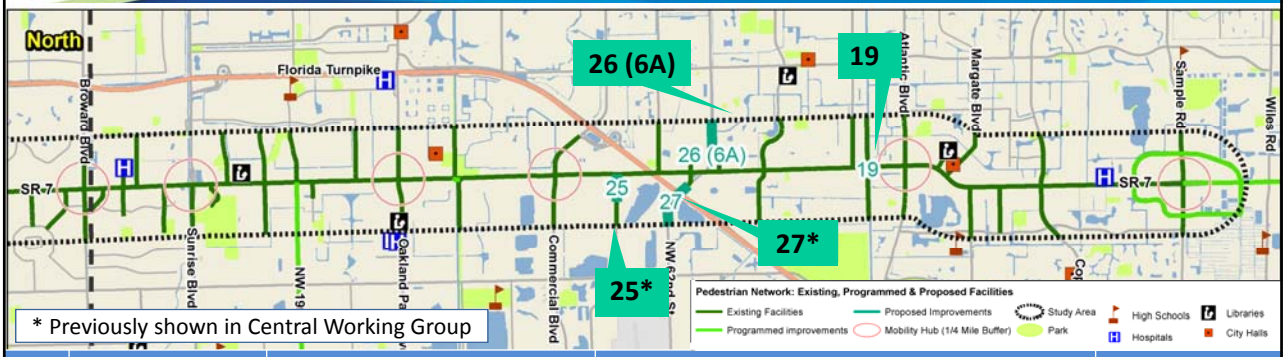
Pedestrian Improvements (North Working Group)



#	City	On (From/To)	Description (Length)	Planning Cost Estimate
19	Margate	SR 7 at Cypress Creek Greenway/C-14 Canal	Mid-block crossing for multi-use trail and wide sidewalks (0.10 MI)	$208,000
25	Fort Lauderdale, North Lauderdale	W Prospect Rd (from SR 7 to NW 36th Ave)	Complete sidewalk along south side of road (0.25)	$120,000
26 (6A)	North Lauderdale	W McNabb Rd (from SW 66th Ave to SR 7)	Sidewalk on N side connects to SR 7 via Blvd of Champions (0.11 MI)	$44,000
27	Fort Lauderdale, Broward County, North Lauderdale	Cypress Creek Rd (from SR 7 to NW 35th Ave)	Sidewalk on south side connects to SR 7 via ramp sidewalk (TBD)	TBD

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Major Intersection Project Recommendations

- Evaluated 15 major intersections along SR 7
- Recommendations developed based on existing conditions data, field review observations, engineering analysis and judgment, input from the PAC, and discussions with BCT and FDOT
- Abbreviated and full studies:
  - Abbreviated study: review of any existing plans, field visit, preliminary impact assessment, and preliminary recommendations
  - Full study: also includes detailed recommendations, engineering review of constructability, planning-level cost estimates, and VISSIM traffic analysis
    - Cost estimates include construction, contingency, design, and CEI

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Miramar Parkway/Hallandale Beach Blvd (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northeast, southeast, and southwest corners) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.
    - This design will likely require a design variance from FDOT and right turning movements on red should be disallowed. However, based on FHWA's Designing for Pedestrian Safety, this design is encouraged.

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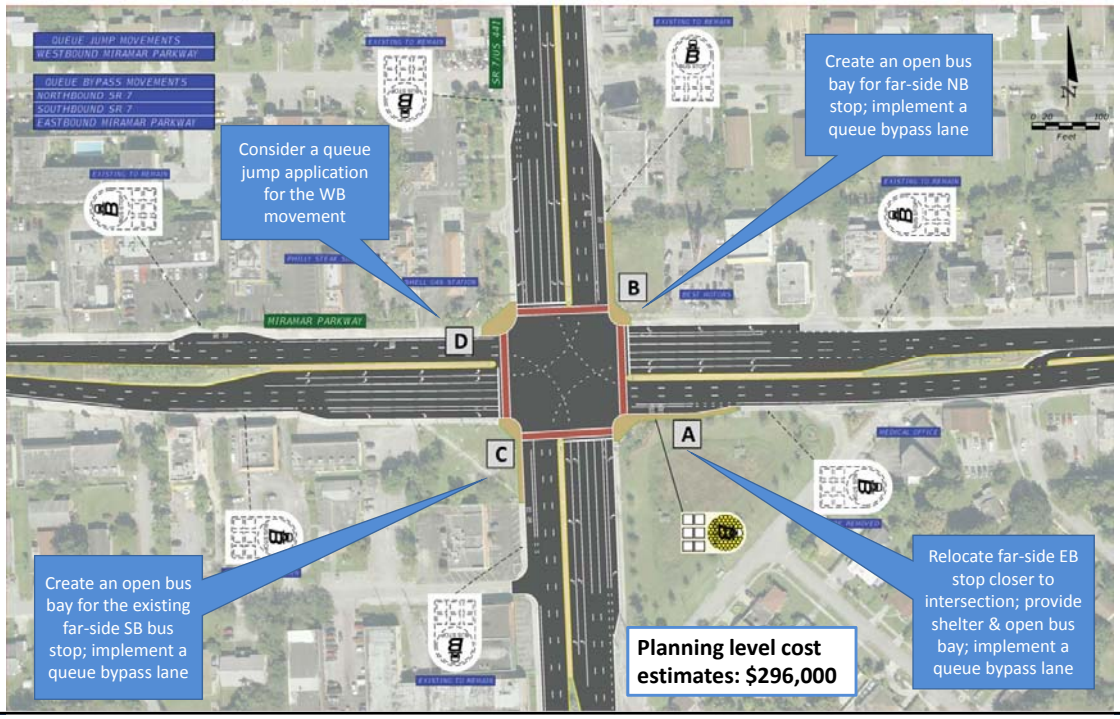
SR 7 & Miramar Pkwy/ Hallandale Beach Blvd



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Pembroke Rd (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Relocate curb ramp at southwest corner
  - Tighten radius at all corners – the southeast and northwest corners are top priority
  - Construct a sidewalk on the west side of SR 7 north of Pembroke Rd
  - Complete sidewalk network on west side of SR-7 south of Pembroke Rd
  - Create an open bus bay for the existing far-side northbound bus stop; implement a queue bypass lane; provide a shelter
  - Relocate far-side southbound bus stop closer to the intersection; provide a shelter

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Hollywood Blvd (Abbreviated Study)

- Recommendations compliment Mobility Hub Analysis Report to improve pedestrian safety and better facilitate efficient transfers
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Consider implementing a queue jump treatment for the northbound and southbound directions, considering that bus bays are programmed as a part of the road widening project

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Johnson St (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Relocate the existing far-side northbound bus stop closer to the intersection; provide a shelter
  - Relocate the existing far-side westbound bus stop closer to the intersection; provide a shelter

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Sheridan St (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities/safety
- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Verify intersection lighting
  - Provide a shelter for the existing far-side northbound bus stop
  - Relocate the existing far-side eastbound bus stop closer to the intersection and create an open bus bay; implement a queue bypass lane; provide a shelter
  - Consider moving the existing far-side westbound bus stop closer to the intersection

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Stirling Rd (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities/safety
- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Consider providing a shelter for all of the existing bus stops
  - Relocate the existing far-side northbound and southbound bus stops closer to the intersection
    - Will require coordination with the Seminole Indian Tribe

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Riverland Rd (Abbreviated Study)

- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Verify intersection lighting and replace missing light pole from the northeast corner
  - Tighten up curb radius at the northwest corner

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Davie Boulevard (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Fix damaged signal heads
  - Widen sidewalks along Davie Boulevard west of SR 7 wherever possible in lieu of bike lanes
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northeast and southwest corners) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.
    - Note this design will likely require a design variance from FDOT and right turning movements on red should be disallowed. However, based on FHWA's Designing for Pedestrian Safety, this design is encouraged.

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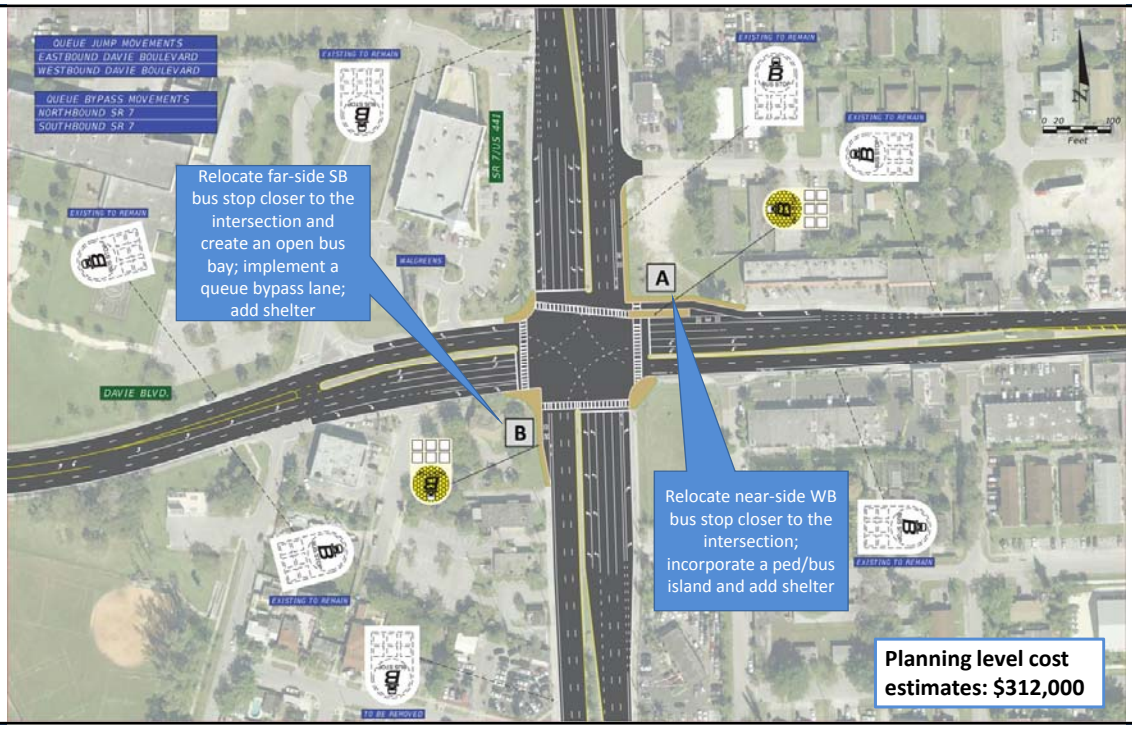
SR 7 & Davie Blvd



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Broward Boulevard (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northwest corner) was designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.

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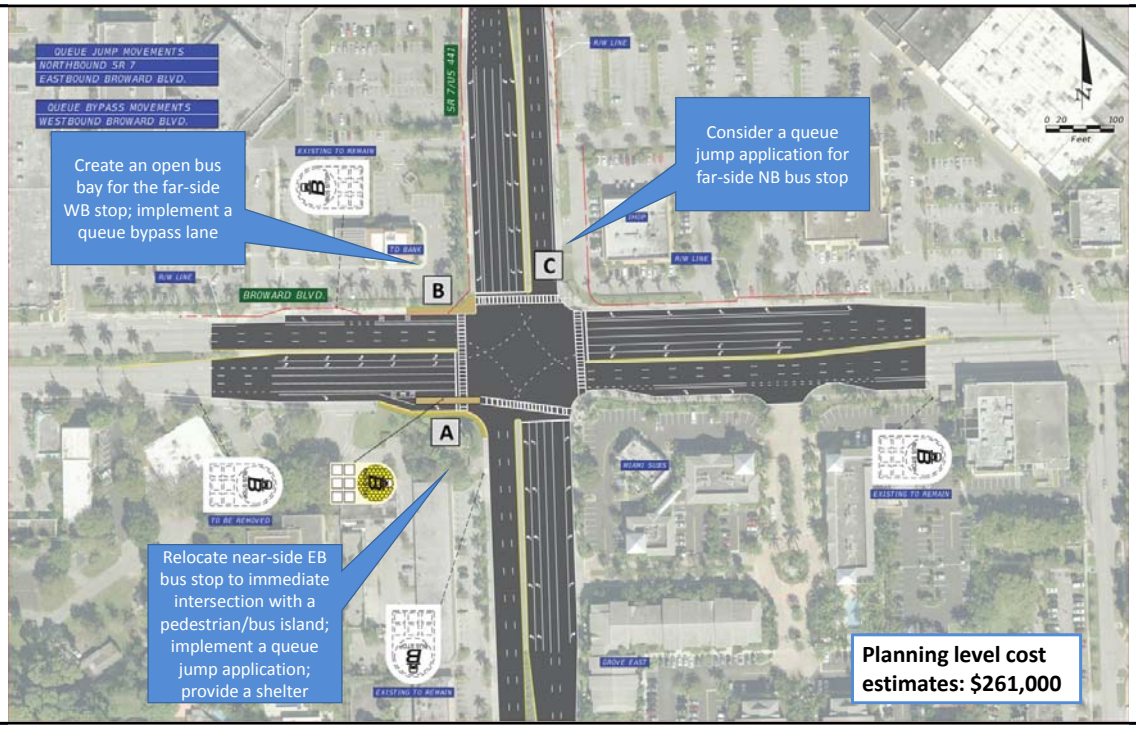
SR 7 & Broward Blvd



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Lauderhill Mall Area (Abbreviated Study)

- Includes the intersections of NW 16th St/SR 7 and NW 12th St/SR 7
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Relocate existing northbound bus stop across from the programmed transit transfer center

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Oakland Park Boulevard (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis markings
  - Verify intersection lighting (light pole at the northeast corner is missing the luminaire)
  - Widen sidewalks wherever feasible in lieu of bike lanes
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northeast and southwest corners) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.

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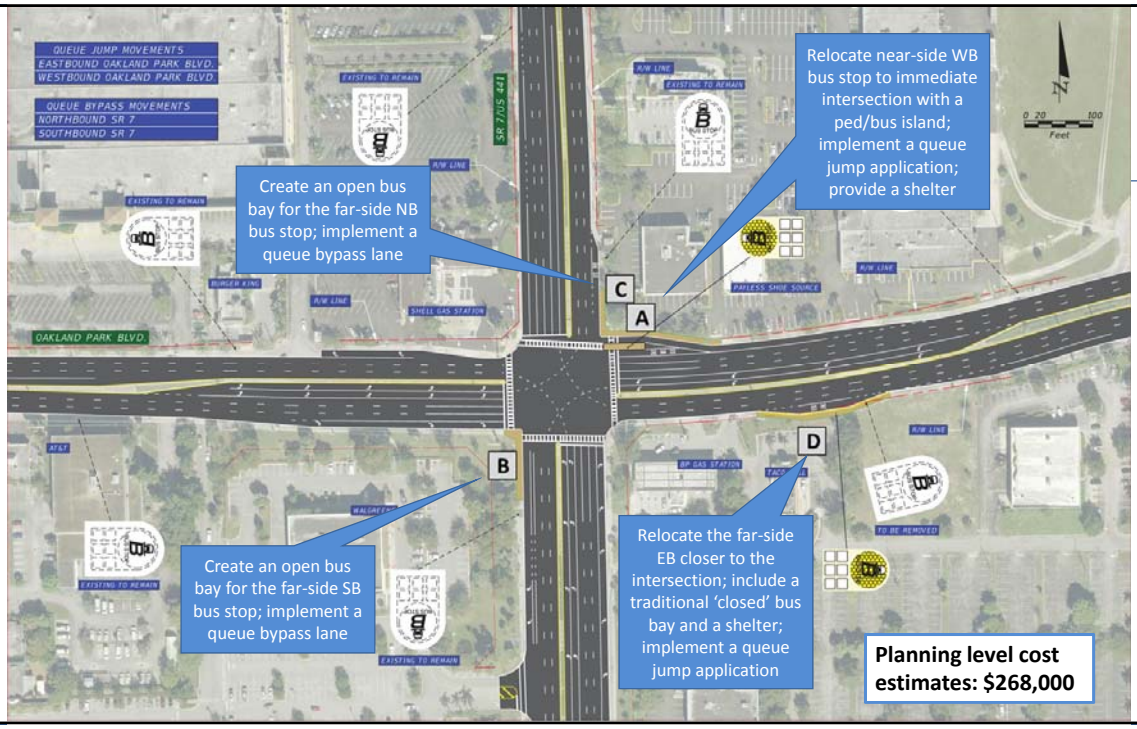
SR 7 & Oakland Park Blvd



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Commercial Boulevard (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Remove obsolete utility pole from the southwest corner
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northeast and southeast corners) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.

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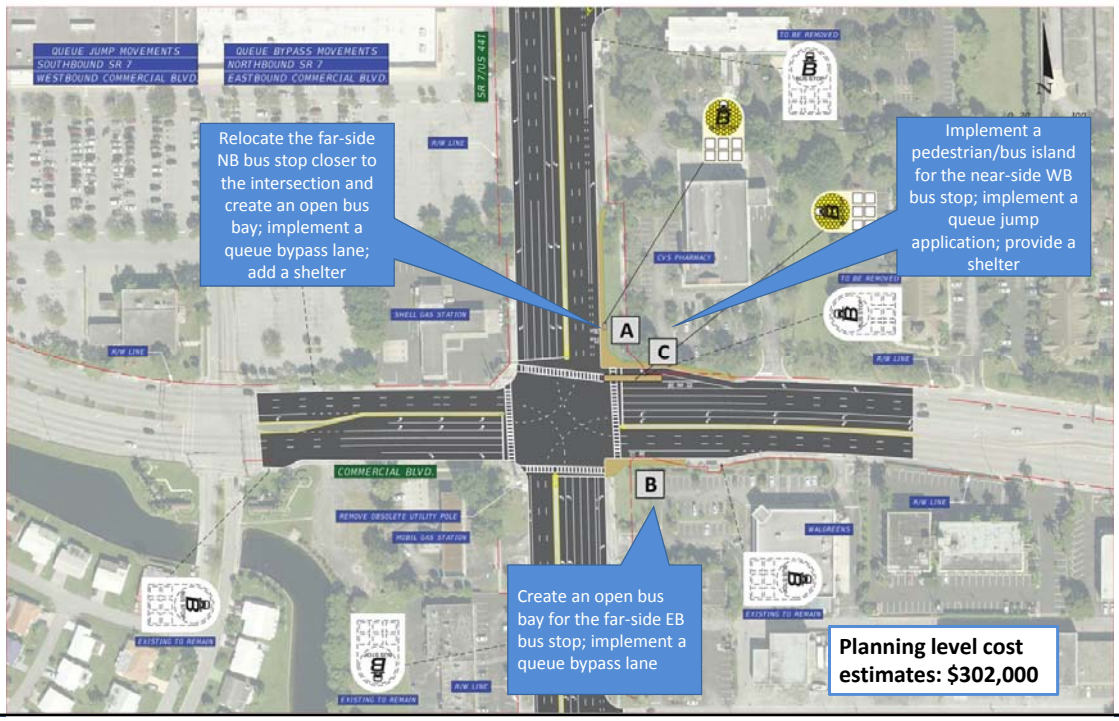
SR 7 & Commercial Blvd



Kimberly Blvd (Abbreviated Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Verify intersection lighting and replace missing light pole at the southwest corner
  - Fix damaged signal heads

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Atlantic Blvd (Full Study)

- Recommendations:
  - Install shrubs or pedestrian fencing on the west leg median
  - Widen sidewalks wherever feasible in lieu of bike lanes
  - Verify intersection lighting (add light pole to southeast corner)
  - Split curb ramps where feasible
  - Tighten all curb radii where feasible
  - Curb radii with an open bus bay (southeast corner) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.

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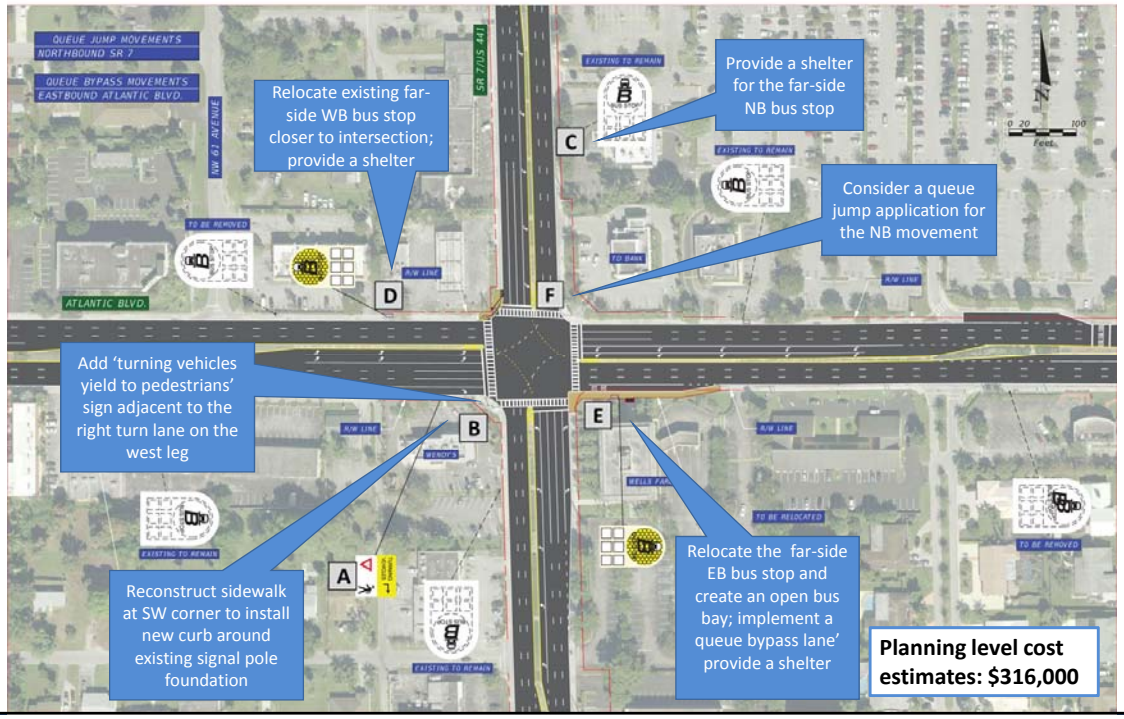
SR 7 & Atlantic Blvd



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Sample Rd/Turtle Creek Dr (Abbreviated Study)

- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Relocate the existing far-side northbound bus stop closer to the intersection (to the beginning of the existing right turn lane)
    - Provide a shelter

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Next Steps

- Finalize implementation plan and documentation
- Final Working Group Meetings May 24th (North) & May 26th (Central, South)
- City Commission Briefings May & June (see website for list of dates)
- Present Implementation Plan to Broward MPO TCC & CIR – June 22nd
- Present Implementation Plan to Broward MPO Board -- July 14th

**Note: FDOT Design Office now requires all non-state road projects to obtain support from their respective cities and/or County by requiring them to provide an Official Resolution to the Department before the project can be programed for design.*

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