



Complete Streets and other Localized Initiatives Program (CSLIP)

May 2018 Workshop

What is CSLIP?

The MPO's Complete Streets and other Localized Initiatives Program (**CSLIP**) provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward.

This competitive grant program can fund small projects, within existing rights of way, such as (but not limited to): complete streets projects, traffic calming and intersection improvements, ADA upgrades, mobility hubs, bus shelters, bike racks and technology advancements such as transit signal priority and traffic control devices.

Cycle 2 (2017-2018) Overview

Application Cycle 2 Overview

- Application Cycle closed November 15, 2017
- Received 24 applications from 14 different agencies
- All Cycle 2 updates will be posted on the [CSLIP webpage](#)
 - Page is updated weekly
- One-on-One Meetings for Cycle 2 will be held on the 20th & 21st of June
 - I will be sending out an email to Cycle 2 applicants with more information.

*Cost determined by individual applicants and subject to change.

Funding
Round 1
\$21,292,912*



Policy Rank	Agency	Project	Description	Cost*
1	Hallandale Beach	Hallandale Beach Adaptive Traffic Control System	Install adaptive traffic control systems at various intersections along Hallandale Beach Blvd and US1 within the city limits	\$2,592,908
2	Hollywood	Hollywood Beverly Park Sidewalk Network	Complete sidewalk network in the neighborhood of Beverly Park	\$1,625,621
3	Miramar	Historic Miramar Complete Streets Phase III	Provide sidewalks, pedestrian lighting, and ADA-compliant ramps In various locations	\$2,755,100
4	Fort Lauderdale	NE 15th Ave Complete Streets Project	Provide pedestrian lighting and ADA-compliant ramps from Sunrise Blvd to NE 13th St	\$1,055,378
5	Oakland Park	NE 13th Ave Improvements	Provide ADA-compliant ramps, sidewalks, multiuse path, sharrows, bike racks, crosswalks, and lighting in various locations	\$1,325,696
6	North Lauderdale	North Lauderdale Sidewalk Walk Improvements	Complete sidewalk network in various location on Rock Island Rd and Kimberly Blvd.	\$260,579
7	Broward County	Davie Blvd Ext/Peters Rd Bicycle/Pedestrian	Replace two-way left turn lane with raised medians from SW 44th St to west of SR7, widen sidewalks between SW 51st Ave and just west of SR7, convert painted medians to hard medians, and construct refuge islands where feasible.	\$1,660,407
8	Dania Beach	NW 1st St Complete Streets Project	Provide wider sidewalks, bike lanes, on-street parking, traffic calming, additional and enhanced crosswalks lighting landscaping & street furniture, and Pedestrian crossing of the FEC RR on NW 1st St from Bryan Rd to US1	\$1,997,905
9	Davie	Orange Dr Pedestrian Connectivity Project	Fill in existing gaps in sidewalk network where right-of-way permits from SW 62nd Ave to SW 92nd Ave	\$1,071,694
10	Lauderdale Lakes	City-Wide Traffic Calming Project	Provide traffic calming devices such as decorative pavers, speed bumps, paver crosswalks islands, and roundabouts in several locations throughout the City.	\$520,000
11	Pompano Beach	NW 16 Ave Project	Provide sidewalks, bike lanes, roadway/pedestrian lighting, and ADA-compliant ramps from W.Atlantic Blvd. to Dr. Martin Luther King Jr. Blvd.	\$1,982,234
12	Weston	Bonaventure Blvd Bicycle Lanes	Provide 4' -5' wide bike lanes on Bonaventure Boulevard from Indian Trace north to SR 84	\$2,194,863

*Cost determined by individual applicants and subject to change.

Funding Round 1 Cont.
\$21,292,912*

Funding Round 2
\$14,951,270*

Funding Round 3

Funding Round 4

Policy Rank	Agency	Project	Description	Cost*
13	Coral Springs	NW 39th St Multimodal Project	Provide sidewalks, bike lanes, roadway/pedestrian lighting, and ADA-compliant ramps from NW 110th Ave to Coral Ridge Dr	\$2,250,527
14	Hollywood	SR 7 Hollywood Beach Heights and Hollywood Country Estates Sidewalk Network	Complete sidewalk network in the neighborhoods of Hollywood Beach Heights and Hollywood Country Estates	\$1,545,775
15	Miramar	Historic Miramar Complete Streets Phase IV	Provide sidewalks, pedestrian lighting, and ADA-compliant ramps in various locations	\$1,275,194
16	Fort Lauderdale	Neighborhood Mobility Master Plan Project	Provide pedestrian lighting, traffic calming, and ADA-compliant ramps in various locations	\$1,347,108
17	Broward County	NW 19th St Traffic Calming	Provide raised medians/refuge islands in the portions of the road that currently have painted medians and place small raised landscaped medians/refuge islands within the existing center turn lane from NW 31st Ave to Powerline Rd	\$1,763,356
18	Davie	SW 30th St Bicycle Pedestrian Improvements	Provide sidewalk connectivity on both sides of the corridor and create bicycle connectivity through sharrows and designated bicycle lanes to the existing bicycle network between University Drive and College Avenue.	\$2,573,253
19	North Lauderdale	SW 81st Ave Southgate Blvd Intersection Redesign	Provide pedestrian bike lanes, bike racks, signal improvements, crosswalks, and ADA-compliant ramps from Bailey Rd to Southgate Blvd	\$1,285,913
20	Hallandale Beach	NW 3rd St Extension and Complete Street	Provide two travel lane roadway with on-street parking, a door zone buffer bike lane, crosswalks, and sidewalk on both sides of the road from Dixie Hwy to NW 8th Ave	\$3,183,935
21	Dania Beach	NW 1st Ave Complete Streets Project	Provide wider sidewalks, sharrows, on-street parking, traffic calming, additional & enhanced crosswalks, lighting, landscaping and street furniture from NW 3 St to Stirling Rd	\$1,976,736
22	Hollywood	SR 7 Sheridan Park and Hollywood Acres Sidewalk Network Project	Complete sidewalk network in the neighborhoods of Sheridan Park and Hollywood Acres	\$1,224,634
23	Hollywood	Hollywood North/West Park Rd Bike Facility	Expand the network of designated bicycle lanes from SR7 to Johnson St	\$1,968,760

\$39,437,576 Total Cost*

Cycle 2 (2017-2018) Lessons Learned

Lessons Learned from Cycle 2

Application Process

- The application requires further optimization
- Some instructions in the application should be more defined
- The application's submission confirmation should be more notable and should be saved by applicants
- Mid-November is the optimal time for the application due date

Lessons Learned from Cycle 2

Project Information

- Projects need to be well scoped
 - The more program ready projects we receive, the more funds are available to program project (less spending on vetting and rescoping)
 - This will save the MPO, FDOT, and the Applicant time in the long-run.
- Right-Of-Way needs to be clearly established
- Project elements need to be detailed and itemized

Lessons Learned from Cycle 2

Document Submission

- Signed resolutions (including ones for all partner agencies if needed)
- Documented Public Support
- All right of way documentation showing the Agency owns or is permitted to use the right of way and it is for public use.
- Detailed scope
- Typical sections (both existing and proposed)
- Project location map (detailing the exact location(s) for improvements)
- Accurate cost estimates using the provided FDOT form

If All Required Documents Are Not Submitted With The Application Or If The Documents Submitted Are Not Accurate/Completed, the Application Will Not Move Forward In The Application Process Due To Incompleteness

Lessons Learned from Cycle 2

Project Qualifications

Incomplete Application

Sidewalk with Impacts to Trees (some public outreach, no documentation about the impacts to trees)

Required to Complete Application

Sidewalk with Impacts to Trees (good public outreach, includes documentation about trees)

The MPO and FDOT cannot construct projects with impacts without explicit public support. Some projects will require more extensive outreach than others

Lessons Learned from Cycle 2

Project Qualifications

Incomplete Application

Bike Lanes on Another Agency's Facility Without a Supporting Resolution from the Facility Owner

Required to Complete Application

Bike Lanes on Another Agency's Facility With a Supporting Resolution from the Facility Owner

Projects cannot be constructed on facilities owned by agencies who do not support the project (resolution required from local governments, or letter required from FDOT for state facilities only)

Lessons Learned from Cycle 2

Project Qualifications

Incomplete Application

“Add traffic calming
where possible”

Required to Complete Application

“Add chicanes at
locations noted in map”
(with included map)

If an application does not have specific details about the proposed scope of work, it may be considered “unprogrammable” and therefore incomplete.

Lessons Learned from Cycle 2

Project Qualifications

Non-Eligible Element

Add landscaping in median area as part of the project.

Eligible Element

Add opportunities for landscaping in median area as part of the project.

Landscaping is a non-eligible item and must be implemented after the projects completion. However, if you are planning to add landscaping to the project after completion, include it in your application so the MPO and FDOT are aware of these plans.

Lessons Learned from Cycle 2

Project Qualifications

Non-Eligible Element

**Relocate powerlines to
construct sidewalk**

Eligible Element

**Relocate manhole to
construct sidewalk**

Projects with major impacts to utilities will not be eligible for construction and may be better suited in another program due to cost and funding used. Projects with minor impacts to utilities may still be eligible, but may require local funds due to federal requirements.

Lessons Learned from Cycle 2

Project Qualifications

Non-Eligible Project

**Replace 5ft Sidewalk
with 8ft Sidewalk**

Eligible Project

**Add 3ft to Existing 5ft
Sidewalk**

Replacing certain elements of a project may be considered “maintenance” according to Federal guidelines and therefore cannot be constructed using Federal dollars.

Lessons Learned from Cycle 2

Project Qualifications

Non-Eligible Project

**Roadway Realignments
with Potential Major
Impacts to another
Agency's Roadway
(without support)**

Eligible Project

**Roadway Realignments
with Small/Negligible
Impacts to another
Agency's Roadway**

Impacts to other facilities can induce a rippling effect throughout the regional network. For this reason, applicants need to provide detailed analyses when submitting projects like lane eliminations and major intersection alterations.

Lessons Learned from Cycle 2

Potential Policy Changes/Additions

- Require Meeting With MPO Staff to discuss potential CSLIP Projects and Eligibility
- Completeness review to be conducted prior to ranking of projects, and incomplete projects to be removed prior to ranking for MPO Board approval.

Cycle 3 (2018-2019) Update

Cycle 3 Schedule

- Next cycle of CSLIP applications (Cycle 3) will be due November 14, 2018
 - Never too early to start work on applications for next year
 - Partner resolutions and FDOT letters of support can take 6-8 weeks or longer
- Cycle 3 updates will be posted on the [CSLIP webpage](#)
 - Page is updated weekly

What can I do if I have questions?

1. Visit The CSLIP Website

- General information
- Cycle updates
- Application documentation
- Ranking guidelines
- Policy information
- Meeting Schedule
- Deadlines

2. Contact the CSLIP Manager

- Specific questions
- Project guidance
- Application recommendations
- Project meetings

CSLIP

Broward MPO's Complete Streets and other Localized Initiatives Program



Thank You!

For questions regarding CSLIP please contact
Conor Campobasso, CSLIP Manager at (954) 876-
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Learn More Here

