



Lauderhill Transportation Master Plan

Staff Working Group Meeting #4
Plan Study Area Selection

Agenda

1. Lauderhill TMP: Schedule
2. Selection of Plan Study Area
3. Next Steps

Attachments:

- 1) Vision, Goals and Objectives
- 2) Evaluation Framework
- 3) Community Meetings Comments

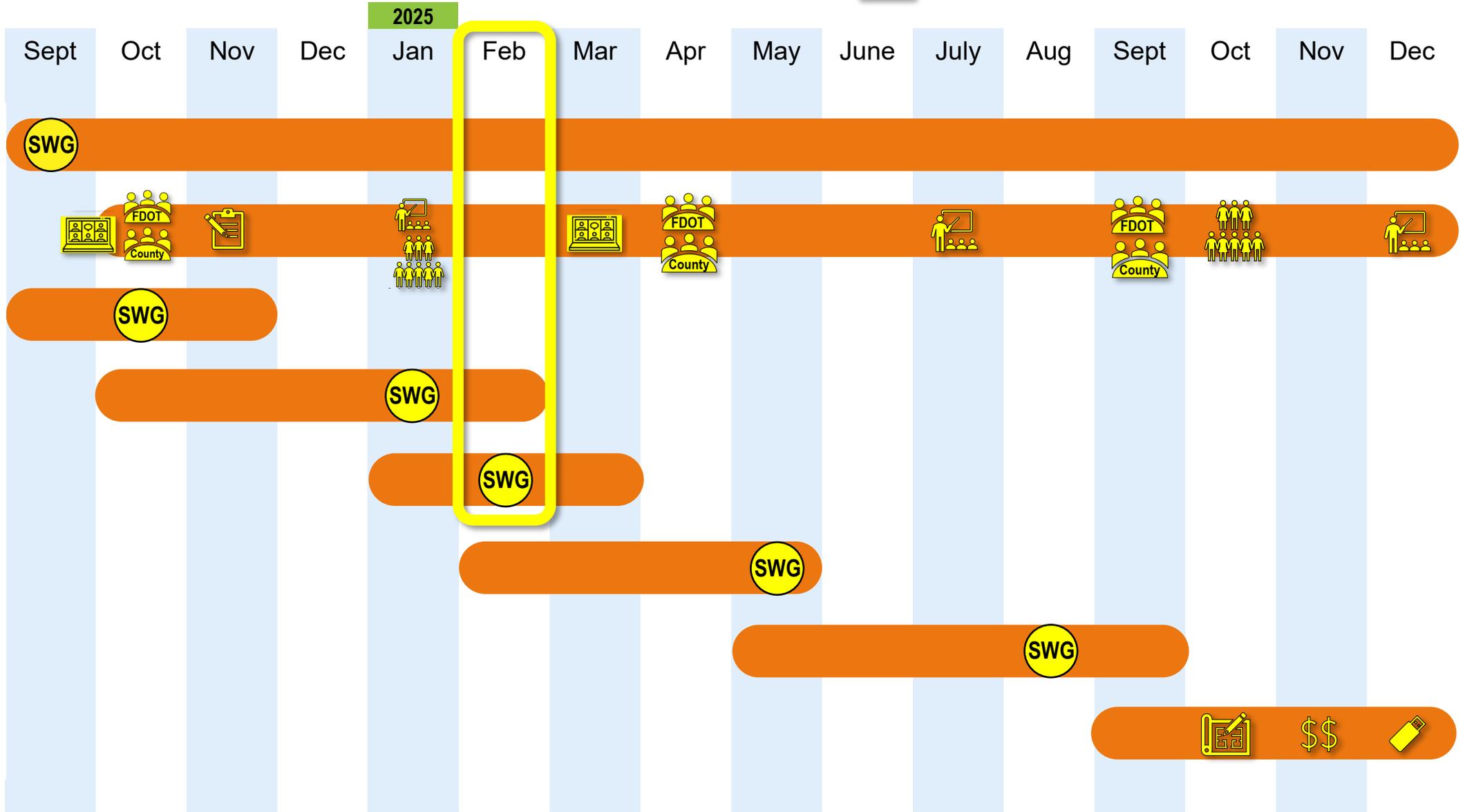
Meeting Goals:

- ✓ Select Plan Study Area roadways

Lauderhill TMP: Schedule



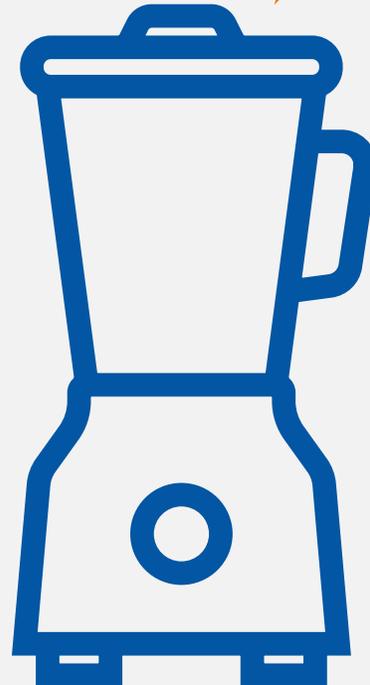
-  City Staff Working Group Mtg
-  Community Survey or Meeting
-  FDOT / Broward County Mtg
-  City Commission or Advisory Board Meeting
-  Stakeholder Mtg



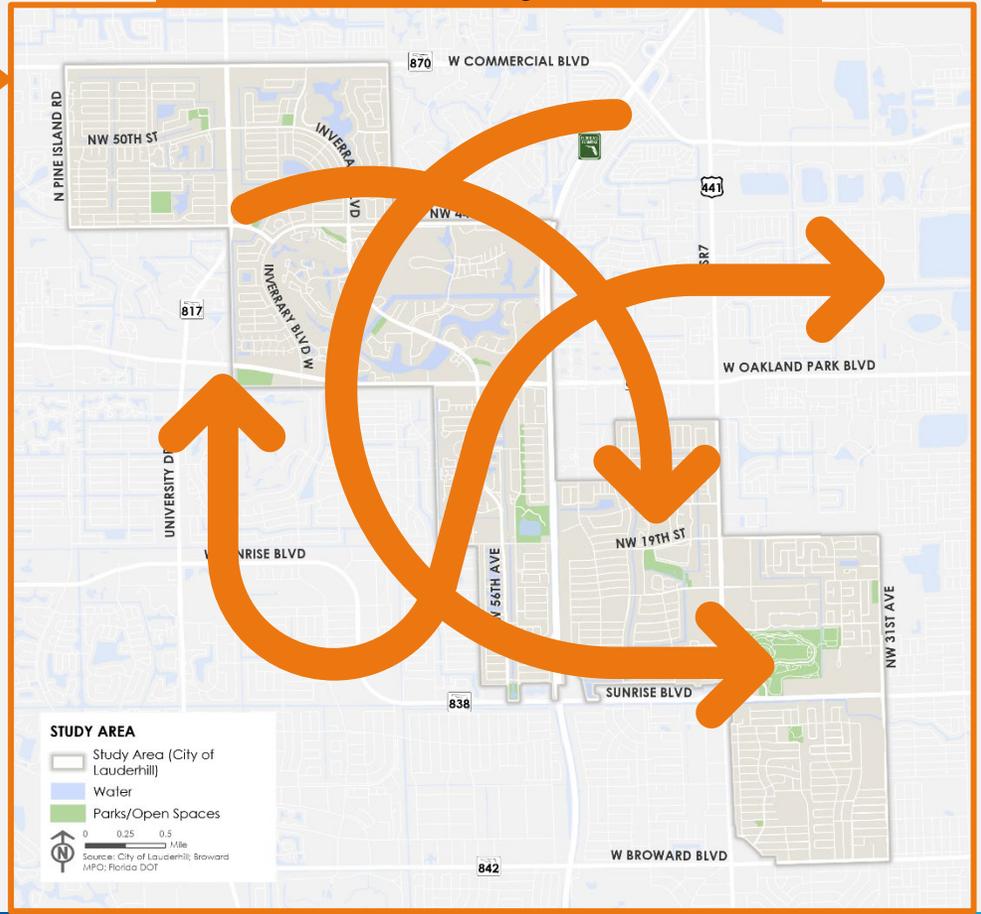
Lauderhill TMP: Plan Study Area Selection

Considerations

Vision, Goals, & Objectives: Multigenerational, Community, & Values	Level of Traffic Stress
Safety / Injury Crashes	Existing Conditions
Speeding	Survey Monkey Results
Programmed Improvements or Studies	Community Meetings feedback
McMahon Recommendations	Other Considerations

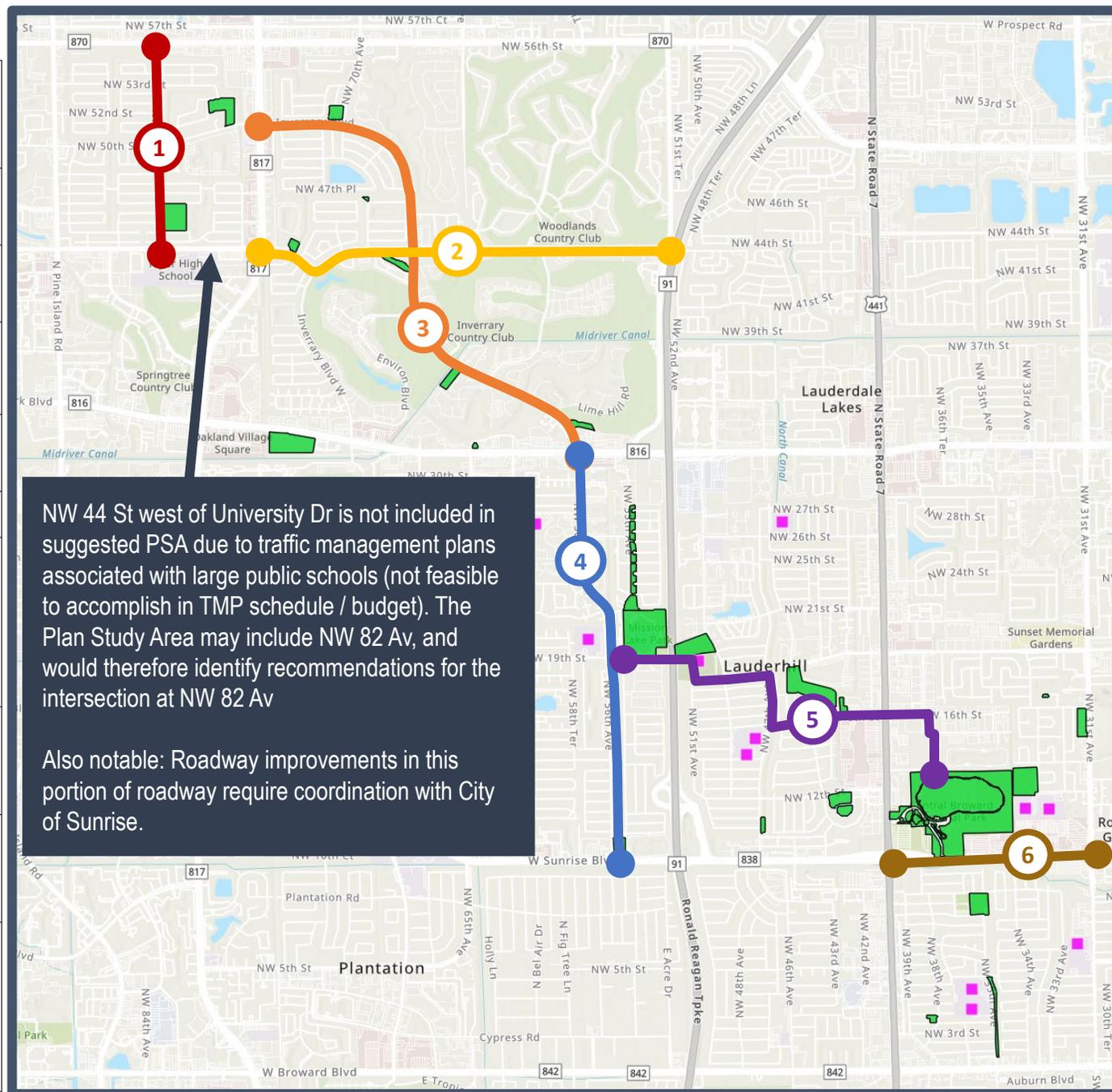


Plan Study Area



2 NW 44 St: University Dr to Rock Island Rd

TMP Vision	55+ communities; Safety for all ages; Walk-to-school (observed BCPS Bus Stops); Recreational and Essential Destinations (2 Parks & Synagogues); Reduce barriers to cross roadways; BCT & Community Shuttle
Safety	KSI (including ped & bicyclists) on roadway and at signalized intersections (except Inv Blvd W)
Speeding	35 MPH (40 / 45 MPH at Major Intersections); Drivers observed speeding or not stopping for people crossing on field visits
Programmed Improvements & Studies	None
McMahon	Convert painted median to raised median. Did not include new crossings, widening sidewalks or improved bike facilities, traffic calming, or street lighting
LTS	Bike 3 / Ped 4 (&1)
Notable Conditions	Painted bike lanes – Bike lanes drop at intersections; Cyclists frequently observed riding on sidewalks; Special Population – walking to synagogues; Painted center medians (except area west of Inv Blvd W); Frequent uncontrolled intersections allowing left turns in and out; Distances without marked crossings
Survey Monkey	Priority Roadway for Walkability #4 / 29% ranked #1 (For major roads: University Dr ranked #5) #1 Destination = Parks; #2 Destination = Synagogues or Church
Community Meeting Comments	Crossing roadway to access Synagogue (want crosswalks at NW 70 Av & NW 72 Av); Safety at intersection with Inverryay Blvd; Sidewalk gaps on north side east of Inverryay Blvd; Dark at night
Other	City-owned Roadway (State and County Owned intersections); Programmed Turnpike Interchange from Rock Island Rd may cause impacts to NW 44 St, due to direct connection to Rock Island Rd. Broward County's Low Stress Mobility Master Plan identified opportunity for this roadway to be developed as Low Stress bike / ped route



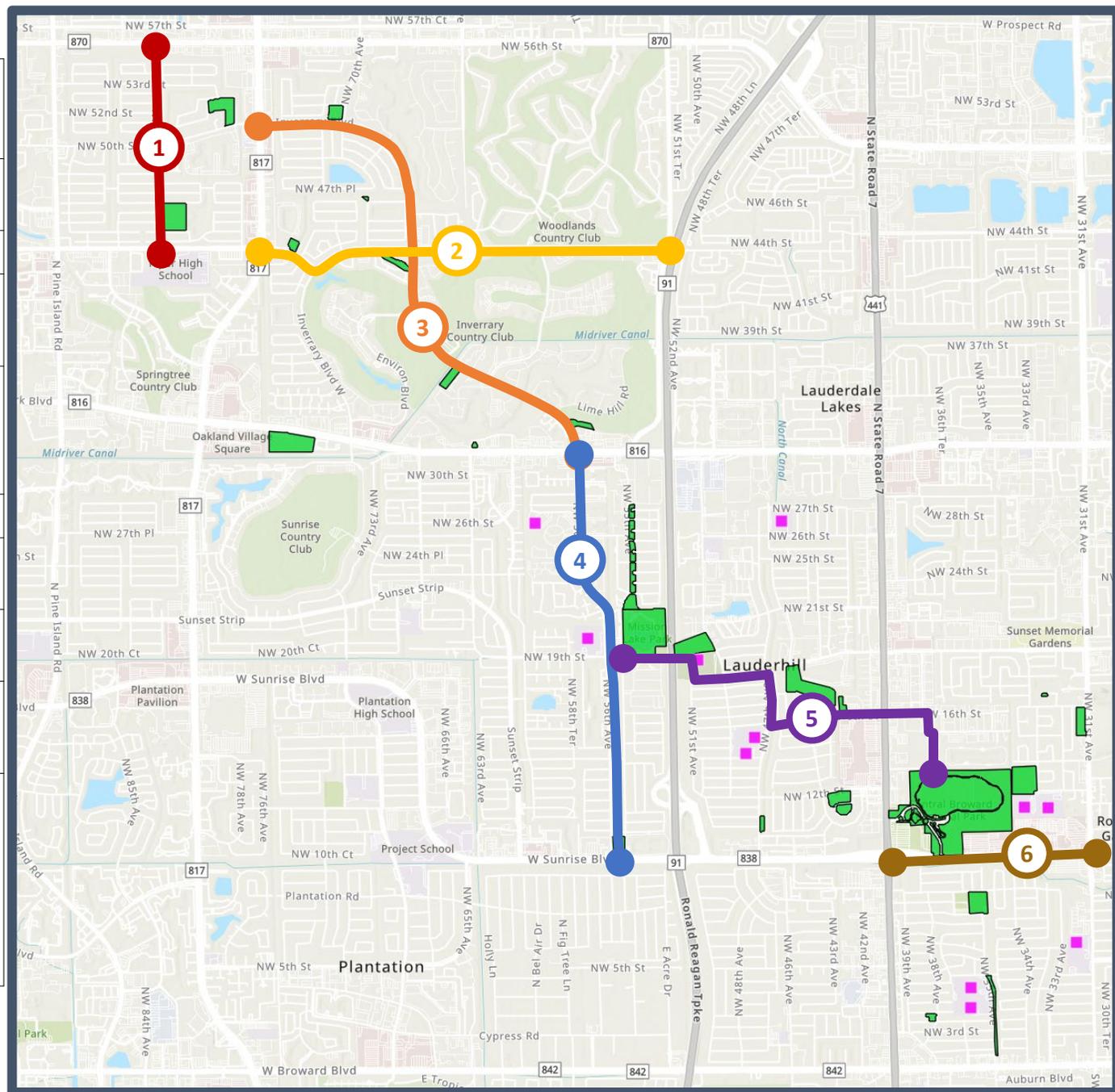
5 NW 19 St to County Regional Park

TMP Vision	55+ communities; Walk to school; Social, Recreational, & Essential Destinations (City Parks, County Park, Library, Performing Arts Center, and Grocery Stores); BCT & Community Shuttle; Safer neighborhoods + benefits various neighborhoods; Links to multiple parks
Safety	KSI at intersections of NW 19 St @ NW 56 Av and NW 16 St @ US 441 US 441 on BMPO High Injury and High Risk Networks
Speeding	25 MPH (40 MPH at Intersections for US 441) 5/2024 Speed Study @ 4300 – 4700 NW 16 St: 85% at 33 MPH 6/2024 School Speed Studies: (1) 1900 NW 56 Av: 60% of vehicles violated school speed zone (2) 1900 NW 49 Av: 50% of vehicles violated school speed zone (3) 4700 NW 16 St: 39% of vehicles violated school speed zone
Programmed Improvements & Studies	NW 16 St Bike / Ped Improvements – Construction 2024 NW 38 Av Roadway Extension – Design FY 2027 Turnpike Widening (replacement of pedestrian bridge) – Design FY 2029 NW 49 Av CSLIP Project – Design FY 2028
McMahon	NW 19 St Extension – Convert Pedestrian Bridge to 2-lane roadway NW 19 St @ NW 47 Av - Convert to Roundabout
LTS	Bike 4 (&2) / Ped 1 (intersection of US 441 is 4)
Notable Conditions	Portion of route is located on Broward Schools property; Share the road bike facilities to be installed in 2025; several 4-way stop intersections; High stress crossing at US 441; Existing / planned bike facilities not comfortable for All Ages & Abilities in some places.
Survey Monkey	#1 Destination: Parks #1 Concern: Speeding (or dangerous driving) NW 16 St - Priority Roadway for Walkability #5
Community Meeting Comments	More street lights / dark at night; Speeding on US 441; Bus improvements; Invest in safer roads; Sidewalk maintenance
Other	City-owned Roadway (State Owned intersection and Bridge; BCPS owned Shared Use Path); The route shown reflects NW 38 Av extension to County Regional Park. The Turnpike PD&E report includes replacing the pedestrian bridge. Broward County's Low Stress Mobility Master Plan identified pedestrian bridge as a low-stress ped/bike linkage.



⑥ Sunrise Blvd: US 441 to NW 31 Av

TMP Vision	Recreational and Essential Destinations (County Park, Library, Performing Arts Center); BCT; Reduce barriers to crossing roadways; Opportunity to improve roadway resilience and comfort
Safety	Significant KSI along roadway Roadway on BMPO High Injury and High Risk Networks
Speeding	45 MPH
Programmed Improvements & Studies	Sunrise Blvd Canal Shared Use Path – Construction May 2025 Sunrise Blvd RRR – Construction 2027
McMahon	Improvements identified for intersections at NW 56 Av and NW 47 Av; For intersection at NW 34 Av improvements focus on signal timing and congestion management; Conversion of raised intersection (441) to at-grade; Construct ped bridge adjacent to access to County Regional Park; Water taxi Service
LTS	Bike 4 / Ped 4
Notable Conditions	No bike facilities; Pedestrian Bridge for Swap Shop; Bus stops not near signalized crossings; Roadway widens to 8 lanes at intersection with NW 34 Av;
Survey Monkey	#1 Concern: Speeding (or dangerous driving) Priority Roadway for Walkability #3
Community Meeting Comments	Speeding near Swap Shop; People crossing roadway near Swap Shop; Hard to cross the roadway (Crosswalk at NW 34 Av feels unsafe)
Other	<u>Stated-owned Roadway</u> ; Opportunity to identify improvements for future redevelopment of Swap Shop; Opportunity for reducing design speed along Sunrise Blvd; State Roadway requires additional coordination; Opportunity to further refine pedestrian bridge concept; Opportunity to improve proposed Shared Use Path crossing at NW 34th Ave; MTP 2050 Cost Feasible Plan includes Feasibility Study for conversion of raised intersection (US 441) to at-grade. This TMP will not assess this concept.



Lauderhill TMP:

Suggested Plan Study Area

+ Survey Monkey Priority Roadways

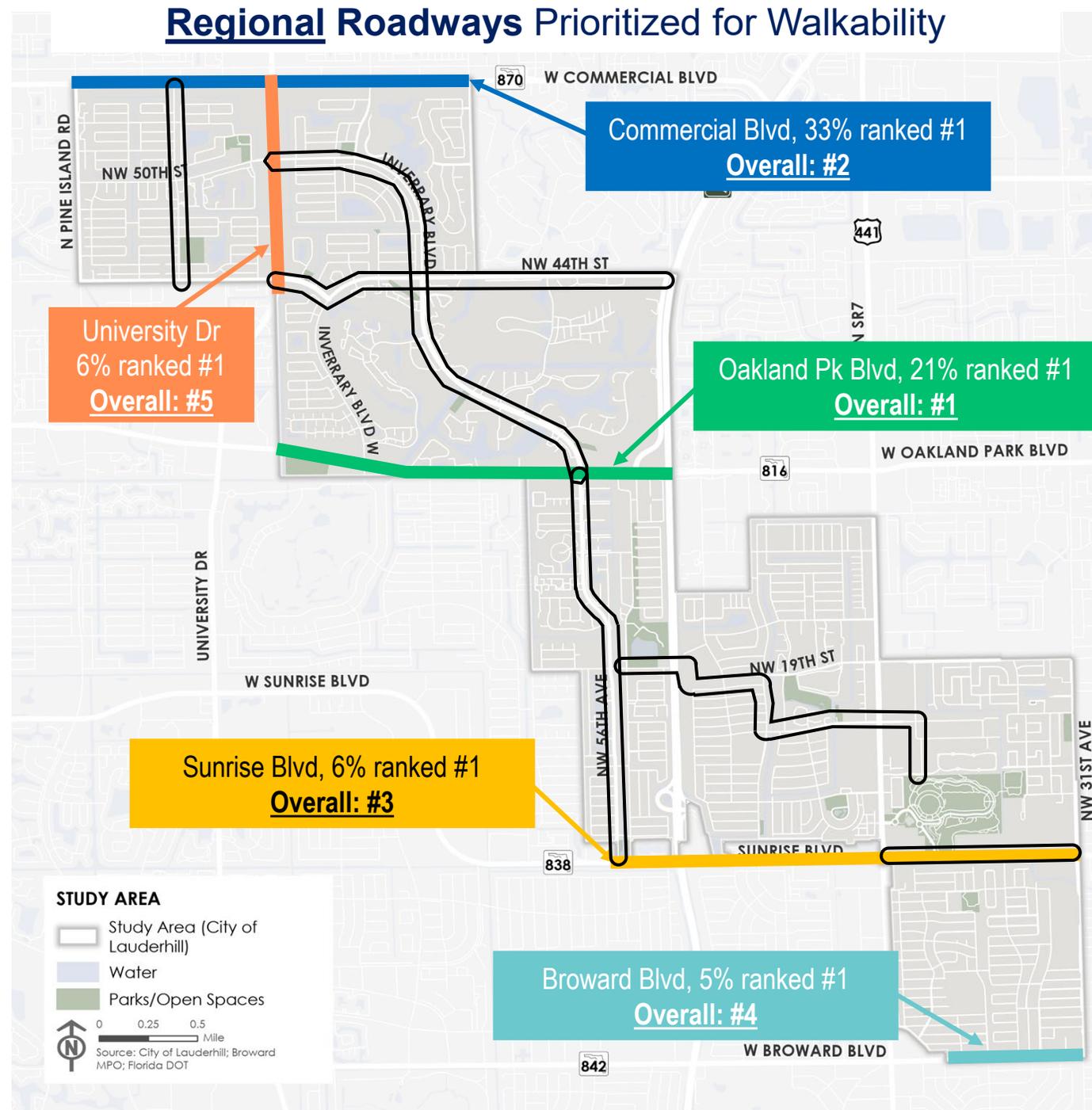
Intersections on Commercial Blvd, University Dr, and Oakland Park Blvd would be assessed as part of the **Suggested** Plan Study Area.

Feedback from the Survey Monkey and the Community Meetings suggests the concerns from the community are crossing these roadways. The **Suggested** Plan Study Area would identify the improvements needed to make crossings these roadways safer and more comfortable.

The **Suggested** Plan Study Area includes Sunrise Blvd plus the intersection at NW 56 Av.

See “Notes on roadways not included in Suggested Plan Study Area” for further information.

Regional Roadways Prioritized for Walkability

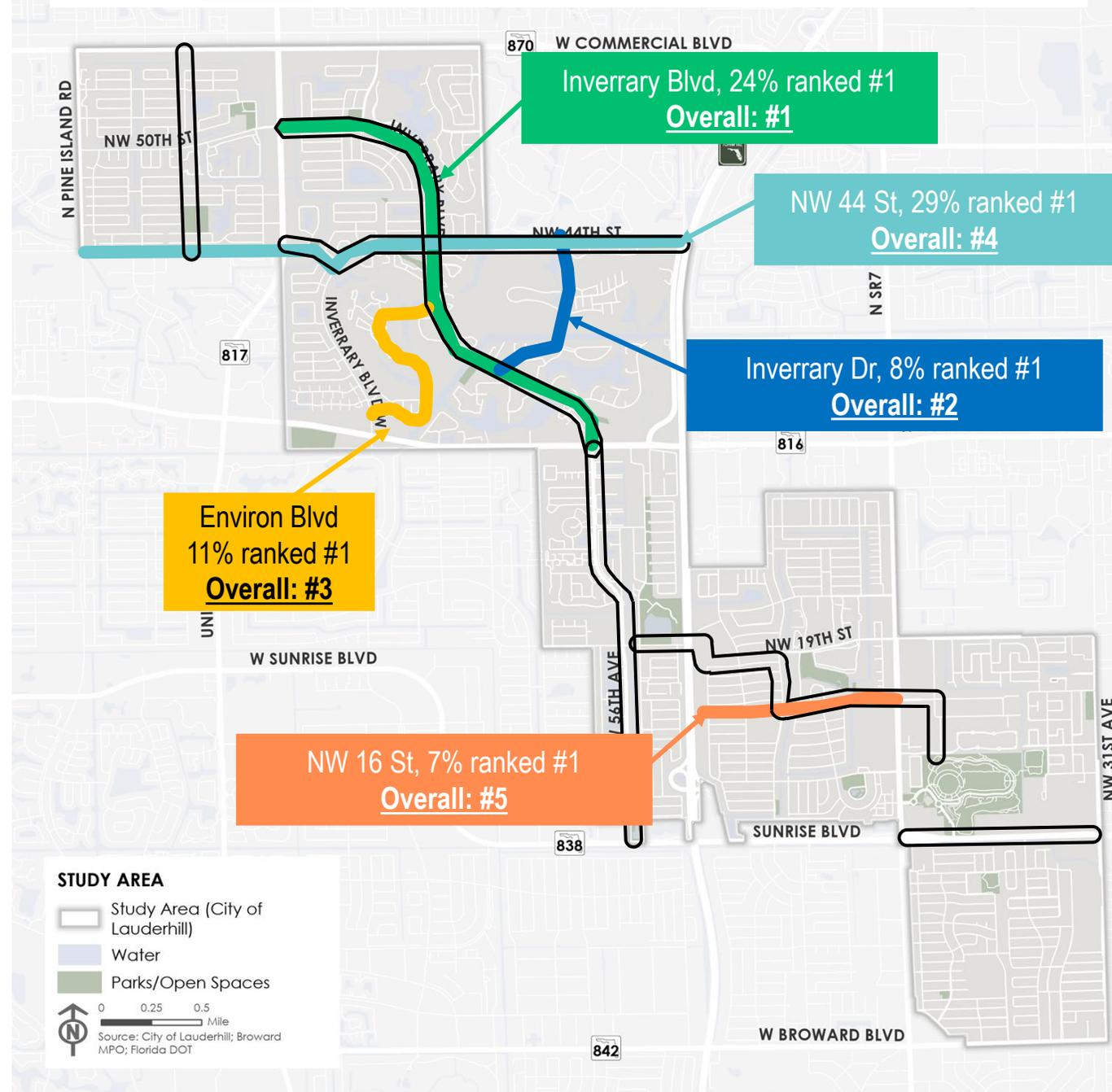


Lauderhill TMP: Suggested Plan Study Area + Survey Monkey Priority Roadways

The **Suggested** Plan Study Area includes all or a portion of the three of the highest ranked local roadways. The **Suggested** Plan Study Area covers a larger area of the City, versus the Survey Monkey prioritized local roadways.

See “Notes on roadways not included in Suggested Plan Study Area” for further information on Environ Blvd and Inverrary Dr.

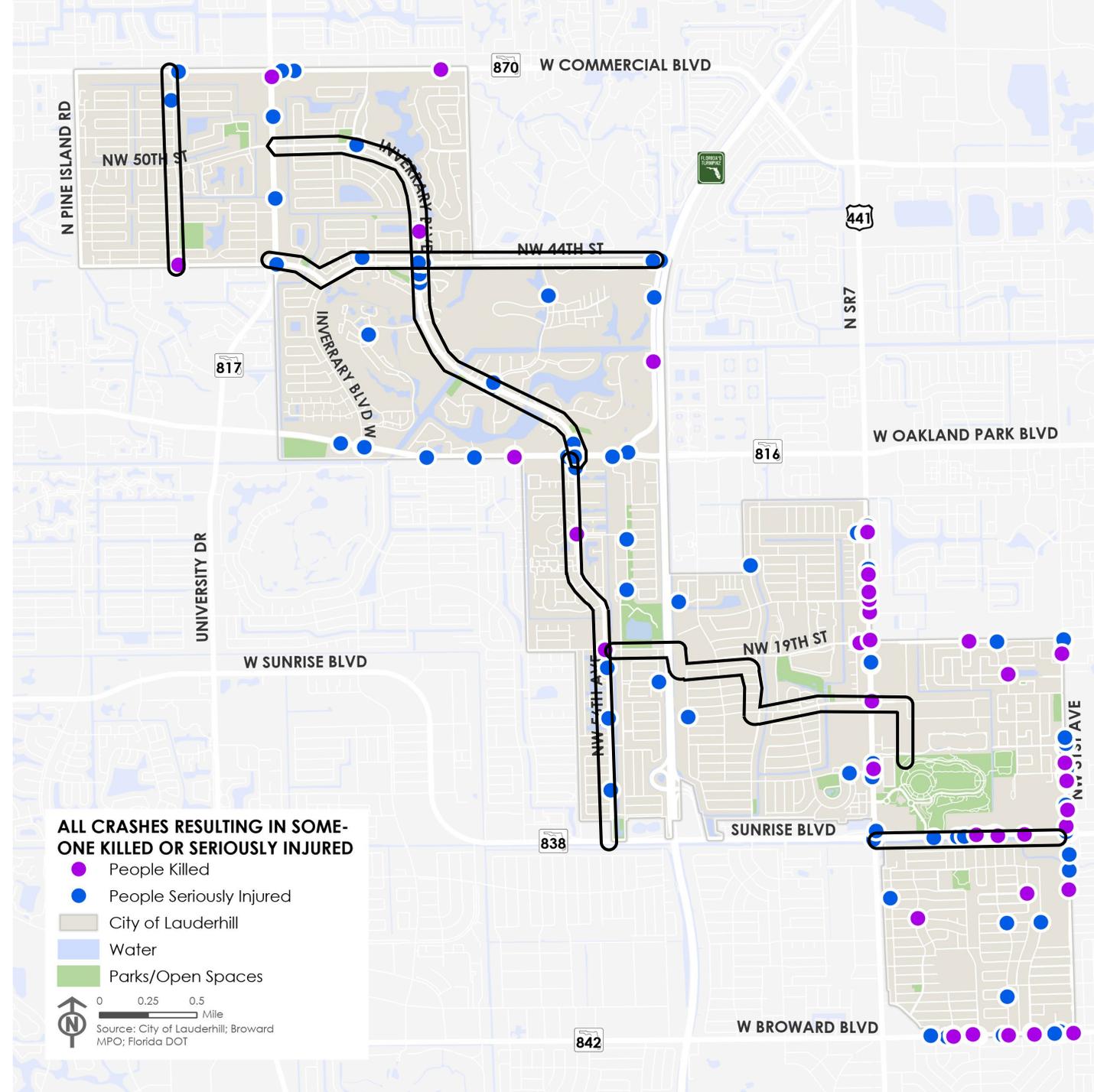
Local Roadways Prioritized for Walkability



Lauderhill TMP: *Suggested Plan Study Area* + 5-Year KSI Locations

The **Suggested** Plan Study Area includes both roadways and intersections that have a recent history (2019-2023) of crashes resulting in fatality or serious injury. Several roads (Inverrary Blvd, NW 56 Av, Sunrise Blvd) are on the BMPO High Injury Network, plus others intersect with roadways on the High Injury Network.

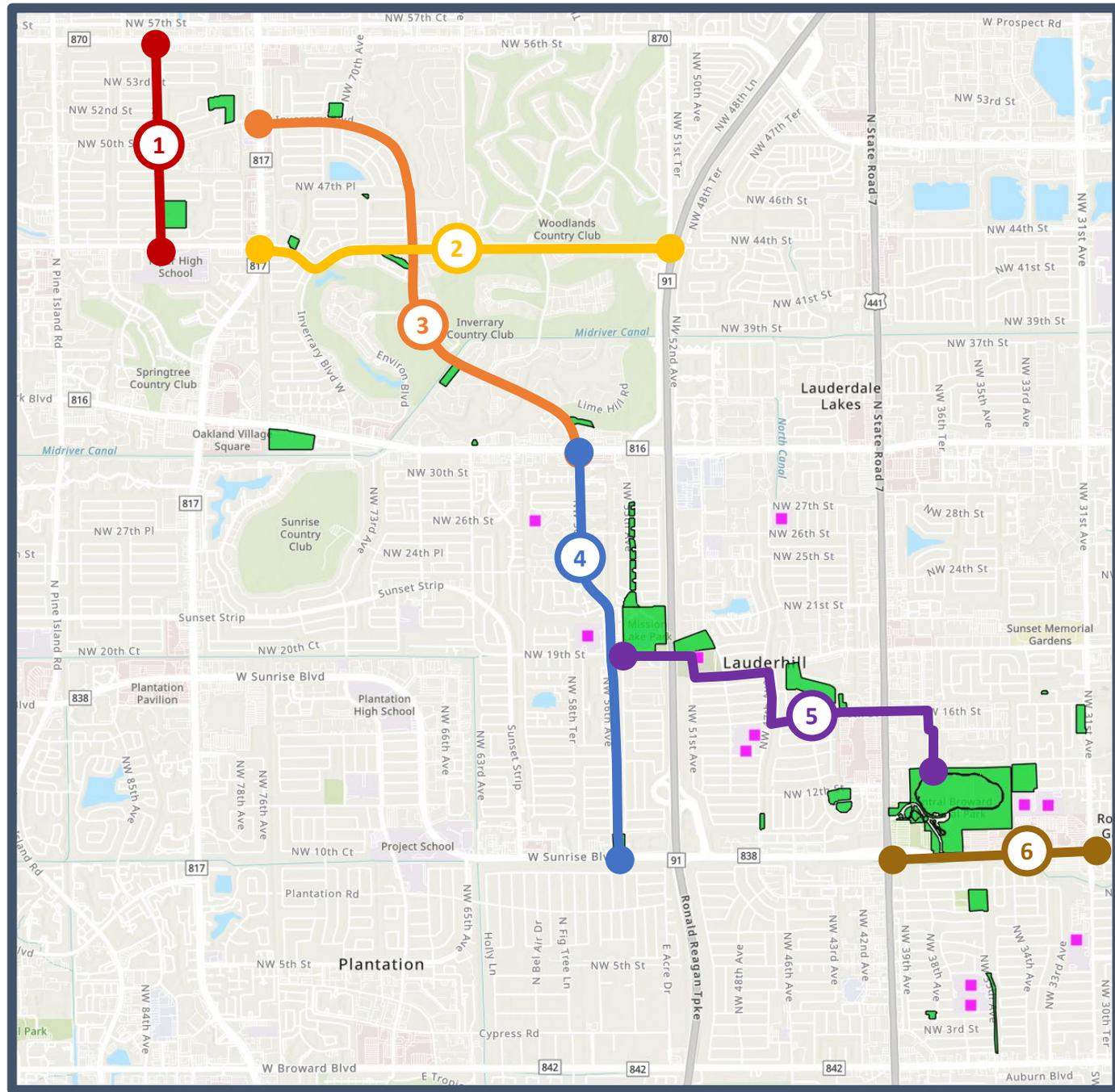
Recommendations developed in for the TMP would address not only KSI crashes, but all crashes resulting in injuries. Additionally, the TMP will consider anticipated redevelopment and other conditions to identify locations with a high risk for injury crashes.



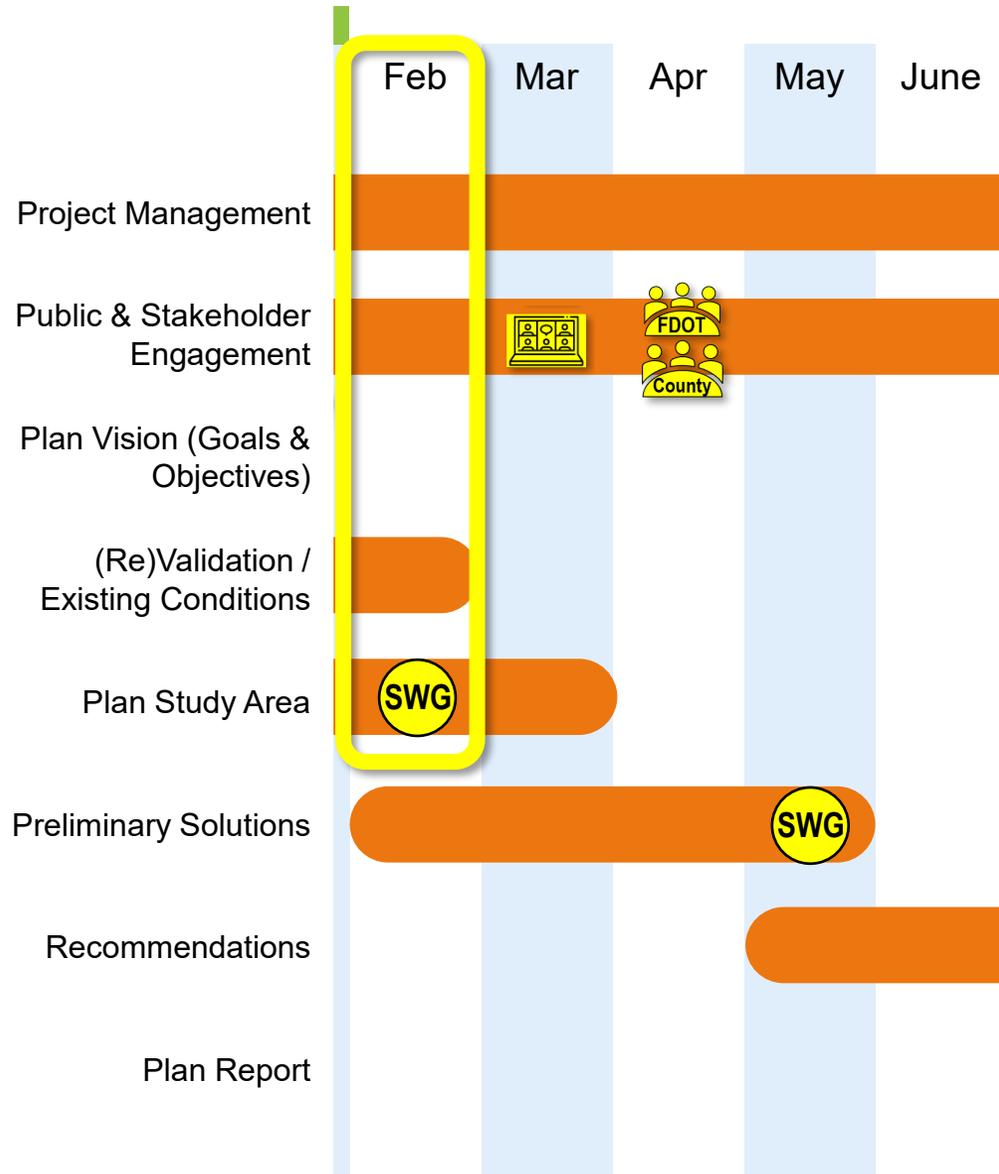
Notes on roadways not included in *Suggested* Plan Study Area

Pine Island Rd	County recently identified improvements for Pine Island Rd as part of Surtax – no improvements identified for this area	
Commercial Blvd	FDOT is starting construction on improvements to Commercial Blvd – minor signalization improvements for this area; Roadway improvements would require coordination with City of Tamarac.	
NW 50 St	City has a scope for NW 50 St (also scope included in McMahon Plan).	
Inverrary Blvd West	Bike lanes recently installed; However, roadway could benefit from speed management and improved crossings	
Environ Rd	McMahon plan includes scope and costs for sidewalk and bike lanes; However, roadway could benefit from speed management and improved crossings	
Inverrary Dr	McMahon plan includes scope and costs for sidewalk and bike lanes; However, roadway could benefit from speed management and improved crossings	
Oakland Park Blvd	Too many unknowns with Broward County’s plan to develop Bus Rapid Transit on roadway. City should advocate for improved crossings and speed management during BRT design phase	
Rock Island Rd	Road is disconnected from Inverrary neighborhoods, parks, and schools. Roadway will be rebuilt as part of the Turnpike Widening project. Broward County has indicated they will request multimodal facilities during project design phase.	
NW 55 Av	BMPO will prepare a consolidated scope and cost estimates based on prior NW 55 Av Study.	
NW 49 Av	Roadway improvements programmed in CSLIP project. City may want to reconsider scope to add additional traffic calming at 4-way intersections and bike facilities	
NW 47 Av	Full roadway was considered for Plan Study Area to address speed management and intersection safety. Portion of roadway is intended to be included in the east / west park to park route. Cross streets currently being improved as part of ongoing FDOT-construction project. City might consider waiting for completion of project to determine if additional improvements are needed.	
NW 19 St	Improvements have been identified for roadway as part of the Broward Safety Action Plan	
NW 12 St	Roadway improvements programmed in CSLIP project. <i>City may want to reconsider scope to add additional traffic calming at 4-way intersections and bike facilities</i>	
US 441 / SR 7	State-owned facility; FDOT is already in design phase for RRR. City might request FDOT implement the BSAP recommendations for this segment of US 441.	
NW 31 Av	Improvements have been identified for roadway as part of the Broward Safety Action Plan	
Broward Blvd	Limited segment of large arterial roadway. Portions of roadway east and west of this area are included in Broward Safety Action Plan. City could request FDOT to implement safety improvements for this segment.	
Ken Lark neighborhood road	Both NW 19 St and NW 31 Av are part of the Broward Safety Action Plan; Improving these roadways should have positive impacts on neighborhood. Feedback from Community Meetings indicate residents are concerned about large roadways outside of neighborhood.	
Broward Estates neighborhood road	US 441 and NW 31 Av are part of the Broward Safety Action Plan; Improving these roadways should have positive impacts on neighborhood; However, there are KSI on local roadways and additional speed management maybe beneficial on local roads. Feedback from Community Meetings indicate residents are mostly concerned about large roadways outside of neighborhood.	

Lauderhill TMP: Plan Study Area Selection



Lauderhill TMP: Next Steps



MPO Next Steps

1. Field Audits for Plan Study Area roadways (revisit the 6 roadways to observe facility conditions, plus pedestrian and driver behaviors)
2. Additional Data Collection for Plan Study Area roadways (5-year review of injury crashes (trends for each roadway such as crash type, time of day, weather conditions, identify hot spots, etc...))
3. Update Existing Conditions Map Series
4. Identify Potential Solutions for Plan Study Area
5. Presentation to Broward County's Bicycle and Pedestrian Advisory Committee (**NOT** including Potential Solutions)
6. Meetings with FDOT & Broward County: Plan Study Area Existing Conditions & Potential Solutions (1993 Interlocal Agreement with Broward County and Lauderhill transferred Traffic Engineering functions for City-owned roadways to Broward County).

Attachments

Lauderhill TMP: Rooted in the Values of Family



Multi generational

- (1) **Design** transportation facilities that accommodate the needs of Lauderhill's residents of all ages.
 - a) Enhance **the mobility of older residents** by providing safe, easy-to-navigate transportation options
 - b) Design facilities to make it safer and more appealing for **children to walk or bike to school**
 - c) Enhance **multimodal access to essential destinations** such as places of worship, grocery stores, and doctor's offices
 - d) Design non-motorized transportation facilities that accommodate larger groups, including **people travelling with strollers, wheelchairs, and other assistive devices**.
 - e) Design transportation facilities based on best practices for improving **safety for all age groups**.

Community

- (2) **Enhance** the transportation system to strengthen Lauderhill's sense of community
 - a) Improve **multimodal access to social and recreational facilities**, such as parks, libraries, City Hall, and the City's Performing Arts Center
 - b) Strengthening **neighborhoods connections** by developing low stress, citywide bicycle and pedestrian routes
 - c) Improve the convenience to walk or bike to nearby destinations by **reducing barriers to crossing roadways**.
 - d) Support multi-destination travel by improving pedestrian and bike **access to transit stops**
 - e) Provide facilities for **people traveling together** and promote safe, shared movement
 - f) Ensure **safety improvements consider the needs of individuals with different physical capabilities**.

Values

- (3) **Develop** a transportation system that is aligned with Lauderhill's values
 - a) Identify transportation improvements that **benefit various neighborhoods**
 - b) Advance economic growth by **improving access to bus stops**, and providing greater comfort and amenities at transit facilities
 - c) Enhance opportunities for outdoor activities and **strengthen links to community parks and recreational areas**
 - d) Strengthen the **resilience and comfort** of transportation facilities by addressing flooding and increasing shade.
 - e) Create **safer neighborhoods** by implementing traffic calming measures and improving street lighting

Lauderhill TMP: Evaluation Framework

	Pedestrian Refuge Island	Longer Pedestrian Crossing Times	Raised Crosswalk	Curb Ramp Realignment	Shared Use Path	New Sidewalk	Curb Extension	Leading Pedestrian Interval	Convert Pedestrian Phase to Rec-all	Pedestrian Overpass	Bike Box	Protected Intersection	Protected Bike Lane	Buffered Bike Lane	Bike Lane	Conflict Markings	Bike Signal	Lighting	Drainage Improvement	Signage and Wayfinding	Trees / Functional Landscaping	Shade Structures	RRFB	Mid-Block Pedestrian Signal	Roundabout	Mid Block Crossing	Centerline Hardening	Narrow Curb Raddi	Realign Intersection	Signal Rest on Red	No Right Turn On Red	Speed Hump	Lane Repurposing	Median	Raised Intersection	Relocate Bus Stop	Bus Island	Bus Shelters	Bus Shelter Amenities	
Multigenerational																																								
Supports safer & more comfortable access to K-12 schools	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	0	2	2	2	1	2	2	1	1	2	2	2	1	2	1	2	0	0		
Supports safer & more comfortable access to Goods & Services	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	1	2	2	2	1	2	2	1	1	2	2	2	1	2	1	2	1	1		
Supports safer & more comfortable access crossings for all ages & abilities	2	2	2	2	1	1	2	2	2	2	2	1	1	1	2	2	2	1	1	0	0	2	2	1	1	2	2	2	1	2	0	1	1	2	1	0	0	0		
Improves wayfinding for people walking or biking	2	0	2	2	2	2	2	1	1	2	2	2	2	2	2	2	2	1	2	1	0	2	2	1	2	0	1	2	0	0	0	1	1	2	0	1	0	0		
Improves visibility of people walking or biking	2	1	2	1	1	1	2	2	2	0	2	2	2	2	2	2	2	0	1	0	0	2	2	2	1	2	2	1	1	2	0	1	1	2	0	0	0	0		
Reduces conflicts at intersections or crossings	2	2	2	2	1	1	2	2	2	2	2	2	1	1	1	2	2	2	1	1	0	0	2	2	2	1	2	2	1	2	2	1	1	1	2	1	0	0	0	
Community																																								
Supports safer & more comfortable access to Social & Recreational Needs	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	1	2	2	2	1	2	2	1	1	2	2	2	1	2	1	2	1	1		
Provides space for side by side walking or riding	1	1	0	1	2	1	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
Reduces distances to a destination	0	2	1	2	1	1	0	0	1	2	1	1	1	1	1	0	1	1	1	1	1	0	2	2	1	1	0	0	1	0	0	1	1	0	1	1	0	0	0	
Closes a gap in the multimodal network	1	0	1	1	2	2	0	0	0	2	1	2	2	2	2	1	0	0	0	0	0	2	2	2	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	
Increases separation from traffic for people walking or biking	2	0	0	0	2	2	0	0	0	2	1	2	2	1	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	1	0	0	
Values																																								
Supports safer & more comfortable access to Bus Stops	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2	1	2	2	2	2	2	2	1	2	1	1	1	0	1	1	2	1	2	1	2	2	2		
Increases comfort at bus stops	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	2	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	2	2	2
Improves safety & comfort for walking & biking for	1	1	1	1	2	2	1	1	1	2	1	1	2	2	2	1	1	2	1	1	2	2	1	1	1	1	1	1	0	0	1	1	1	1	1	1	0	0	0	
Slows traffic	2	0	2	0	0	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	2	0	2	2	1	0	0	2	1	1	2	0	1	0	0	
Addresses environmental needs	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
Supports placemaking*	1	0	1	2	1	2	2	0	0	0	0	1	1	0	0	0	2	2	1	2	2	1	1	1	1	0	1	1	0	0	0	0	1	1	1	0	1	2	2	
Supports safer & more comfortable walking and biking at night	1	2	1	0	1	2	1	1	0	1	0	0	0	0	1	2	2	0	0	0	1	2	2	1	1	0	1	1	0	0	0	0	0	0	1	0	0	1	1	
	Safer Walking								Safer Biking								Placemaking				Crossings for All								Slower Speeds				Better Bus Stops							

Legend
2 Likely to address the criteria on its own
1 Works best when combined with other treatments
0 Does not or unlikely to address the criteria

* Placemaking elements must work together to create a sense of place. Infrastructure that changes the geometry of space can aid in placemaking and change the dynamic of who/what the street is for but must do so in tandem with other place making elements.