

Lauderhill Transportation Master Plan

Staff Working Group Meeting #1
Project Kick-Off



September 11, 2024

BrowardMPO.org

Agenda

- BMPO / SWG Introductions
- TMP Purpose
- Lauderhill TMP: SOW
- Lauderhill TMP: Schedule
 - City Staff Roles
 - Public Engagement Plan
- Visioning Discussion
- Existing Plans Discussion (Briefly....)
- Next Steps

Meeting Goals:

- ✓ Introduce TMP to SWG
- ✓ Clarify SWG Roles
- ✓ Discuss SWG Vision for transportation in Lauderhill
- ✓ Discuss City's existing transportation plans and how they will be considered in TMP

Introductions

City Staff Introductions:

- Name
- Title
- Current transportation activities / responsibilities

MPO Staff:

- Karen Friedman, Senior Planner (TMP Project Manager)
 - FriedmanK@browardmpo.org
- Andrew Riddle, Community Planning Manager
 - RiddleA@browardmpo.org



Technical Assistance for TMP: Purpose

Identify *multimodal* projects based on planning principles:

- ✓ Reflect best practices
- ✓ Demonstrated community support
- ✓ Productive collaboration with facility owners
- ✓ Well-defined scopes of work
- ✓ Defensible cost estimates
- ✓ Align with federal / state / local priorities
- ✓ Improve safety, mobility, and accessibility for *all roadway users, especially vulnerable users* (*Vulnerable Users = Pedestrians, Cyclists, Transit Riders*)

TMP *multimodal* project categories:

- Pedestrian facilities and amenities
- Bicycle facilities and amenities
- Transit facilities and amenities
- Safety improvements
- Traffic calming facilities
- Landscaping and resilience facilities

The TMP is *not* intended to:

- Manage roadway congestion
- Assess projects of a scale or complexity that would require a feasibility study

BMPO Technical Assistance:

- Facilitate meetings with city staff, stakeholders, and community members
- Assess and document existing conditions
- Identify and evaluate potential solutions
- Develop planning-level scopes of work and cost estimates
- Prepare conceptual renderings and graphics
- Prepare TMP report



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Technical Assistance for TMP: Purpose



Lauderhill's Technical Assistance Needs

- City Staff education on proposed concepts in NW Multimodal Master Plan and Citywide Multimodal Master Plan (Study Area B)
- (Re)Validation of proposed concepts; Modify or develop new concepts
- Consolidate study locations to Plan Study Area (i.e. do not separate intersections from roadways; eliminate numerous local roads)
- Review needs assessment, proposed concepts, and community-driven recommendations with Broward County & FDOT
- Public Engagement on proposed concepts
- Develop scopes of work and cost estimates
- Prepare user-friendly, comprehensive citywide "Plan"



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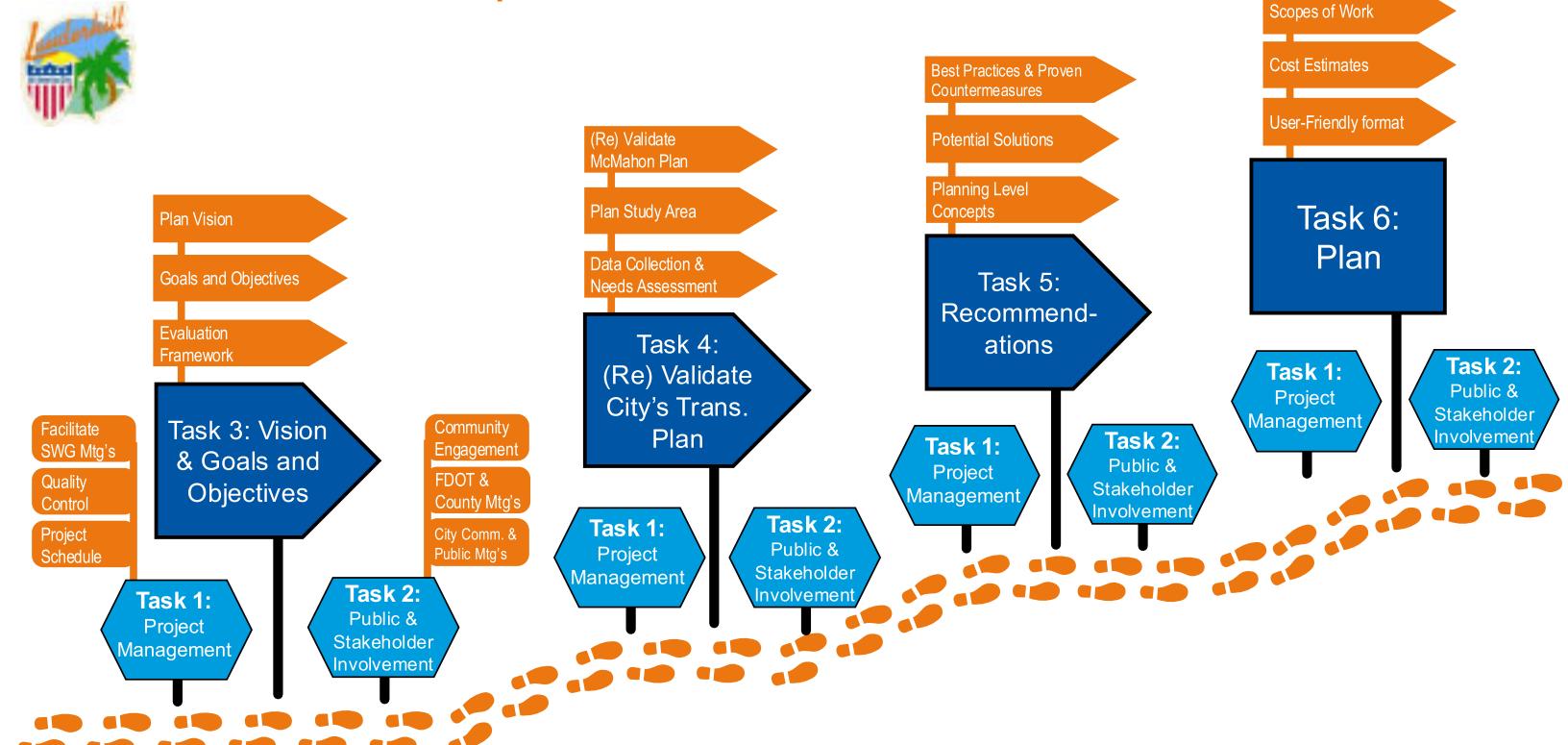
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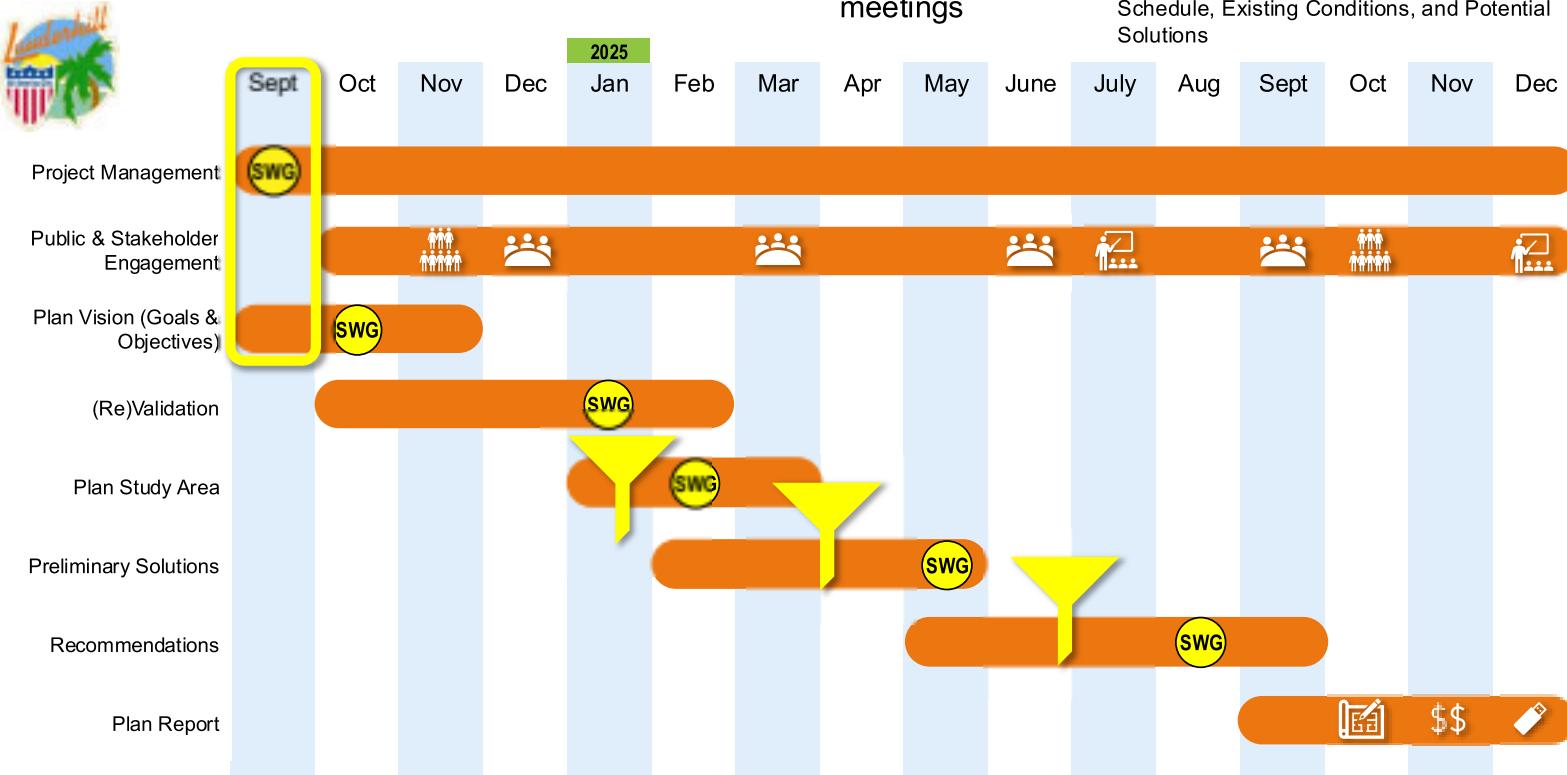
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Lauderhill TMP: Scope of Work



Lauderhill TMP: Schedule



Lauderhill TMP: City Staff Roles + Initial Public Engagement

City Staff Roles

1. Schedule Public Engagement events, Provide Venue, & Properly Notice Public Meeting
2. Attend Public Engagement events
3. Attend meetings with Stakeholders
4. Provide available data such as prior planning studies, GIS data, traffic counts, etc....
5. Provide comments on TMP Report (or other project submittals)

Discussion about project tasks, schedule, SWG roles, or initial public engagement



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Lauderhill TMP: Vision - Examples

Isabella can safely walk to school

Isabella's mom feels safe and secure waiting at bus stop

Isabella's grandmother can travel in her wheelchair on accessible sidewalks that lead to daily needs destinations

Landscaping and shade keeps Isabella's grandmother cool during her travels

Isabella can easily and safely ride her bike to parks and other daily destinations



Lauderhill TMP: Vision - Examples

Streets for People: A Vision

Streets for People is a plan to make it easier and safer for all Detroiters to move around the city.

Streets for People is focused on ensuring that no matter where you live or travel in Detroit, you will have multiple safe, affordable, high-quality transportation choices to get where you want to go, even if you don't drive a car.

Whether you get around by walking, rolling, biking, driving, riding transit, or taking a shared trip, you should have the comfort of knowing that you will arrive safely at your destination every time. By 2030, all residents should have access to jobs and civic life, safe, healthy, green, and livable streets; and the opportunity to shape their neighborhoods in collaboration with a responsive, productive city government. Our streets should be beautiful and reflect the rich history of Detroiters, honoring the creativity and identities of all who have and will call Detroit home.

Reaching this shared vision for our streets requires that we get the basics right—streets and sidewalks that are in good repair and well-maintained, reliable transit service, and streets that users of all ages, abilities, and identities can use safely and comfortably—so that we can build towards a more equitable, sustainable, and vibrant future that embraces Detroit's spirit of innovation. Streets for People lays out a simple, inclusive vision for the City of Detroit, neighbors, and public and private partners to rally behind and guide transportation investment over the next ten years.

Imagine

Over the next twenty years, Flint can achieve the vision. However, we must first face existing realities. Flint is overly reliant on the automobile, the City's infrastructure is far too large for the existing population, and the roadway and sidewalks are not friendly to bikers, pedestrians, and those with disabilities.

Imagine a Flint that is one of the most walkable and bikeable communities in all of Michigan.

Imagine a Flint that capitalizes on its strategic regional location, access to the interstate highway system, existing railroad infrastructure, and connection to Detroit International Airport to spark new industries and grow companies.

Richmond 300 Master Plan Vision for Equitable Transportation

Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network.

Walking, biking, and transit options are the most convenient and used forms of transportation in Richmond, thereby improving the natural environment and our health. Richmond's multi-modal transportation system is high-quality and easy for all people to use, regardless of income and physical abilities, seamlessly connecting Richmond neighborhoods and attractions to each other, the region, and the nation.

Lauderhill TMP: Vision – Existing City Plans

1 | Introduction

VISION

To increase community resilience through safe and efficient multimodal options, and provide transportation infrastructure that is inclusive, enhances connectivity, reduces congestion, provides alternatives and increases sustainability.

CITY OF LAUDERHILL STRATEGIC PLAN 2025 – 2030

Vision

Our Shared Idea of the Future

The City of Lauderhill is an enduring destination firmly rooted in the values of family and community, dedicated to fostering economic prosperity, ensuring safety, and promoting the overall well-being of every resident, creating a harmonious and thriving environment for all.

- Enhance and maintain the quality and connectivity of streets, roads, bridges, sidewalks, waterways, and bike paths ensuring the safety and reliability of the City's transportation corridors.
- Assess the current levels of street lighting throughout the City by May 2025.
- Increase pedestrian street lighting to improve the safety and walkability of Lauderhill's streets and sidewalks by 5% per year beginning FY 2026.
- Assess traffic calming strategies (roundabouts and speed humps) in neighborhoods and residential communities by May 2025.
- Implement traffic calming strategies by 5% each year by FY 2026.
- Investigate the creation of a City-wide lighting district by FY 2026.

- Create safe Citywide pedestrian and bike pathways, and park/green spaces, to improve mobility networks (sidewalks, walking and biking trails) to create a more connected City that supports alternative means of transportation and healthy lifestyles.
- Sustain efforts to identify grant opportunities and alternative revenue sources to enhance multi-modal transportation including pedestrian and bike pathways. Apply once a year.
- Enhance family activities by expanding green spaces, ensuring Lauderhill residents have ample places to play and recreate within a 10-minute walk of their homes.
- Identify a baseline satisfaction rating for parks and programs, with a target to reach 80% satisfaction within the next five years.

STATE ROAD 7 CRA

Some of the goals outlined in this [plan](#) consisted of:

- Improving traffic circulation and access in the State Road 7 Corridor
- Creating a distinct identity through Streetscape improvements and Design Standards
- Adding Residential and Mixed Use Development that Supports the Corridor Identity and Commercial Properties
- Developing Open Space and Park Facilities to Create a Sense of Place and Community
- Transition Zones
- Architecture and Design
- Community Policing INITIATIVES

CENTRAL CRA

Some of the goals outlined in this [plan](#) consisted of:

- Acquiring and rehabilitating or demolishing and developing key properties in Central Lauderhill that generate negative influences on the neighborhood.
- Changing the housing tenancy mix by converting and rehabilitating rented-occupied units in owner-occupied dwelling units.
- Creating a clear delineation between commercial and residential uses as part of the project to rebuild the hurricane-damaged Lauderhill City Hall.
- Balancing the mix in the range of housing stock values
- Expanding and beautifying Mill 50th Avenue, the main corridor within Central Lauderhill
- Creating a Housing Authority
- Constructing linear parks and greenways
- Developing throughout the Central Lauderhill CRA a free Wi-Fi high-speed internet system
- Enhancing crime prevention

Tell us about Lauderhill

Who is walking? Why are they walking? Where do they walk? What are the popular destinations? Where would they like to walk to? What time are they walking? Where do they cross the streets? What are their safety and comfort concerns?



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Lauderhill TMP: Vision Discussion

Who is riding bikes? Are they causal riders? Where do they ride? What are the destinations? Where would they like to walk to? Do they ride against traffic? What are their safety and comfort concerns?

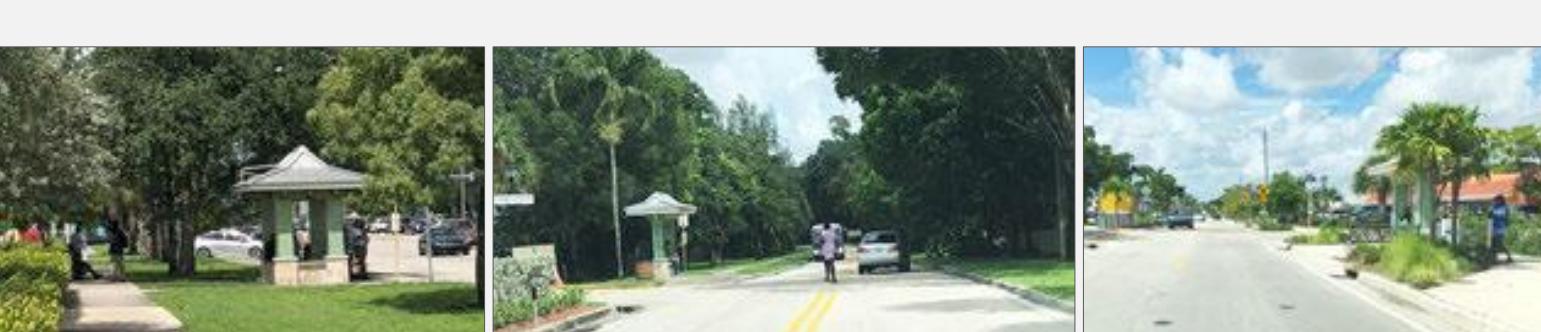


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Tell us about Lauderhill

Do they walk or bike to the bus stops? What are the destinations? Do they connect to different routes? Do they use scooters or bikes? What are their safety and comfort concerns?



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Lauderhill TMP: Existing Plans (Briefly...)



Full list of MAP Broward / Surtax projects attached

Highlighted projects:

- Citywide Sidewalk repairs
- NE 38 Av Connector Rd Project

TRANSPORTATION IMPROVEMENT PROGRAM FY 2025-2029

Municipal Reports
Lauderhill
APPROVED 11/1/2024

Full list of TIP Projects attached

Highlighted projects:

- CSLIP Cycle 6 Bike lanes & Sidewalks
- Complete Streets improvements: NW 31 Av
- Traffic signal update @ OP Blvd & NW 56 Av
- Sunrise Blvd – Resurfacing
- US 441 - Resurfacing
- Turnpike Widening



Plan available here:
https://www.browardmpo.org/images/WhatWeDo/PTAP/BMPO_PTAP_Report_Lauderhill_LowRes2.pdf

Lauderhill TMP: Existing Plans (Briefly...)



Full list of roadways, concepts, and costs attached

Lauderhill TMP: Next Steps



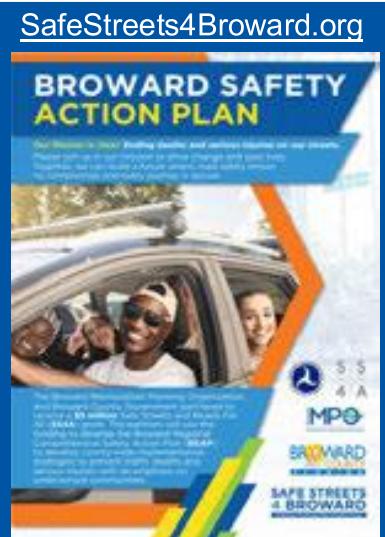
MPO Next Steps

1. Project kick-off with consultant team
2. Create Lauderhill TMP webpage
3. Prepare Draft Vision Statement and supporting goals
4. Finalize *initial* Public Engagement plan
 - Prepare SurveyMonkey
5. Schedule meetings with FDOT & Broward County
6. *(Ongoing)* Data Collection
7. *(Ongoing)* Monitor other BMPO, County, & FDOT planning efforts in / around Lauderhill

City Staff Next Steps

1. Provide Data (Request sent to City)
2. Provide list of upcoming community events (2024 / 2025)
3. Confirm Community Meeting date(s) and location(s), including CRA Events
4. Confirm needed outreach to City Commission
5. Approve SurveyMonkey questions & distribute

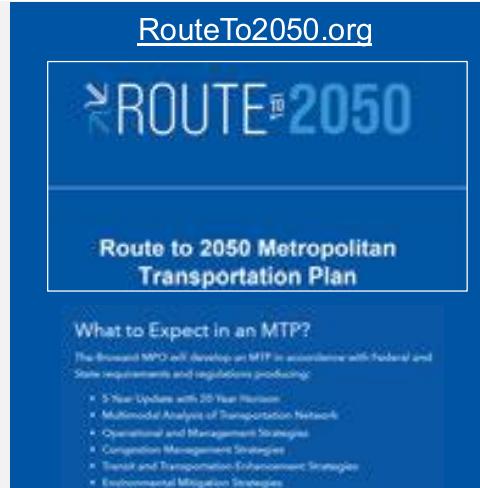
Lauderhill TMP: Next Steps - Other BMPO Planning Efforts



• NW 19 St, from NW 43 Te to NW 31 Av
• NW 31 Av, from NW 8 Pl to McNab Rd
Wednesday, Sept 25th - Roadway Safety Audit & Public Meeting

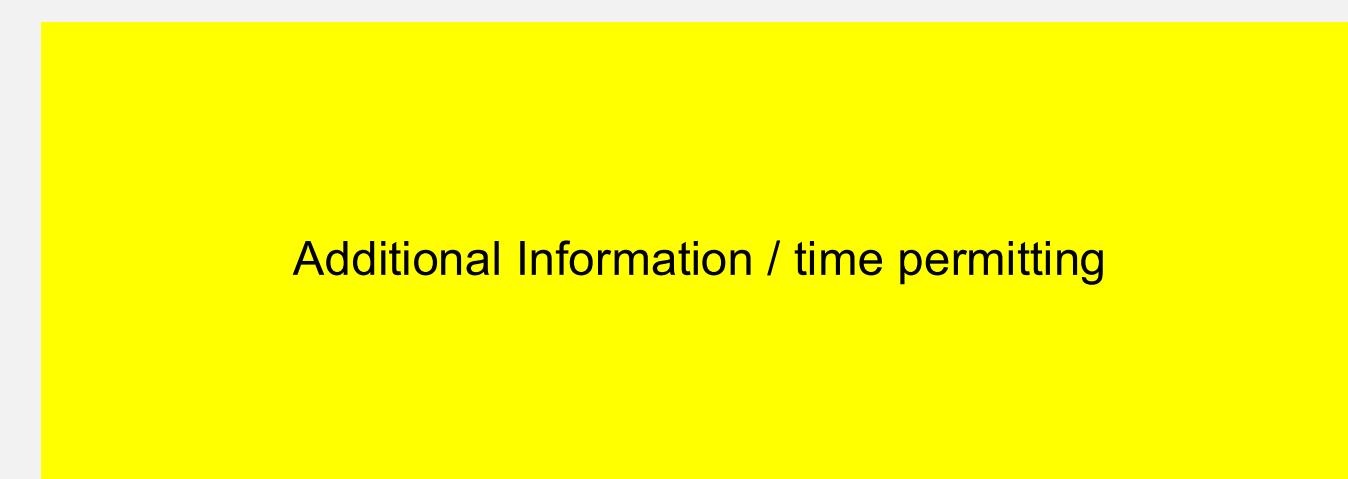


Our aim is to achieve ZERO traffic fatalities and serious injuries throughout Broward County.
• NW 19 St, from NW 43 Te to NW 31 Av
• NW 31 Av, from NW 8 Pl to McNab Rd
Wednesday, Sept 25th - Roadway Safety Audit & Public Meeting



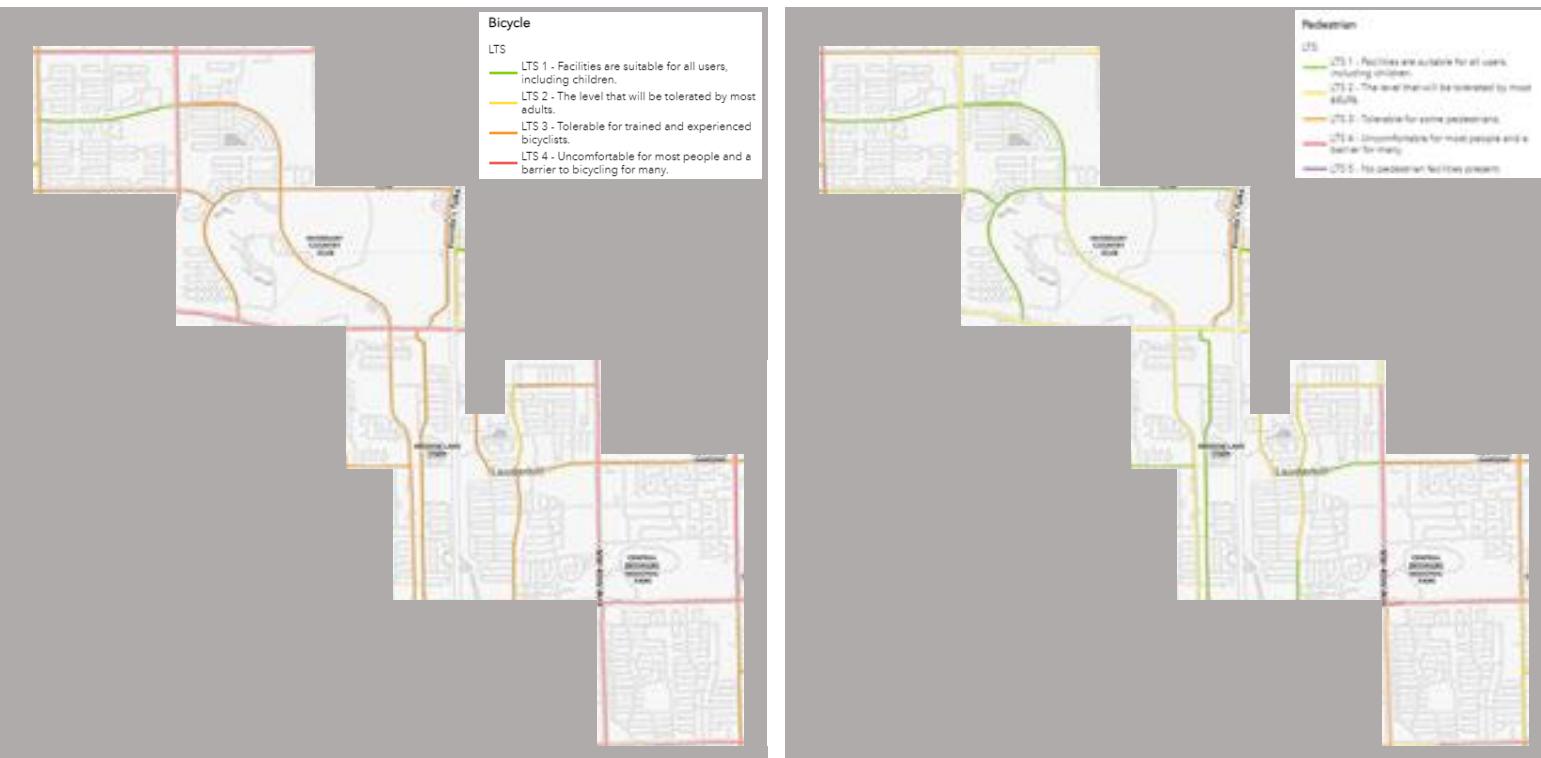
Phase	PDC Cost Estimate	2025	2026-2030	2031-2035
LYR0	\$350,000	\$0	\$0	\$343,500
MTP-Phase	Project Length: 3.00 Miles	FTE:	Additional Work Type: Grade Separation	
	Type of Work: Feasibility Study			
	Comments of current work			
Other	\$350,000	\$0	\$0	\$343,500
Total Cost	\$350,000	\$0	\$0	\$343,500

Additional Information / time permitting



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Lauderhill TMP: Next Steps - Other Planning Efforts



Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI)

Total KSI Crashes = 170

Fatality = **50** Crashes

Serious Injury = **120** Crashes

Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

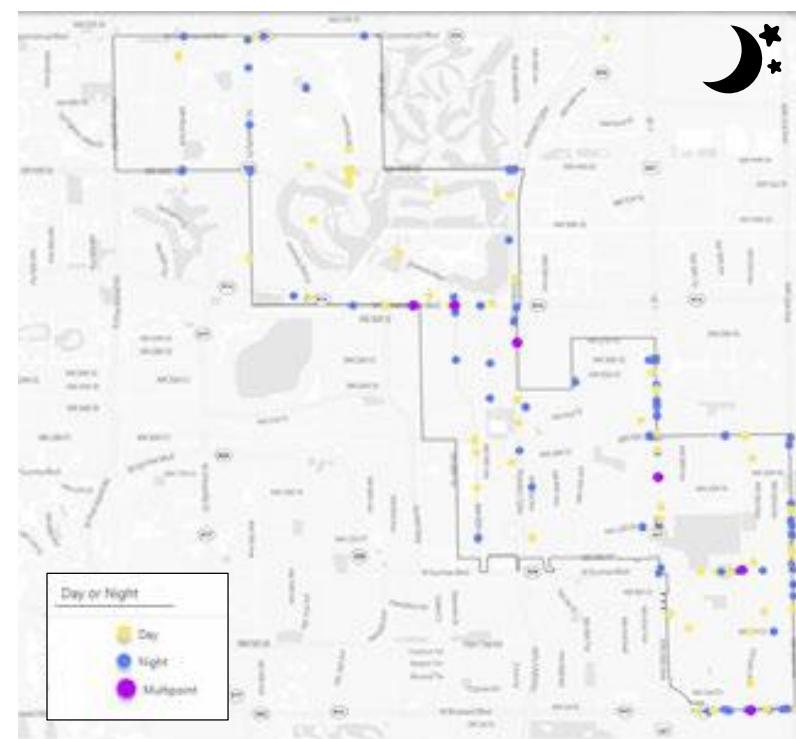
1/2019 – 12/2023

Killed or Serious Injury (KSI) / Day vs Night

57% of crashes occurred at Night (96 of 170 KSI crashes)

Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI)

Pedestrians, Bicyclists, Motor Scooter Riders

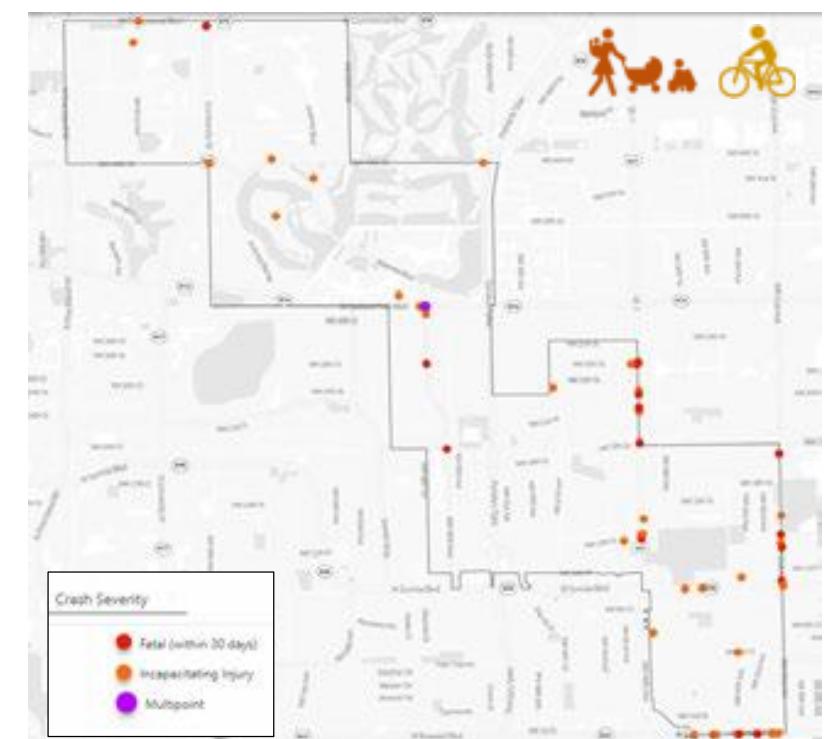
Total KSI Crashes = 51

Fatality = **17** Crashes

Serious Injury = **34** Crashes

Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI) / Day vs Night

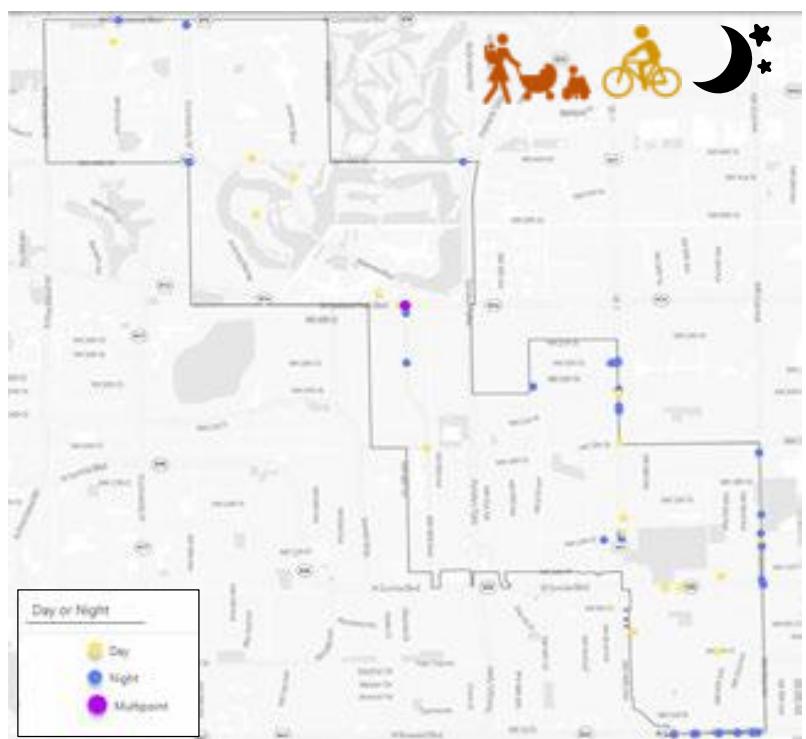
Pedestrians, Bicyclists, Motor Scooter Riders

65% of crashes occurred at Night (33 of 51

KSI crashes)

Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



Lauderhill Transportation Master Plan

Staff Working Group Meeting #2
TMP Vision



October 24, 2024

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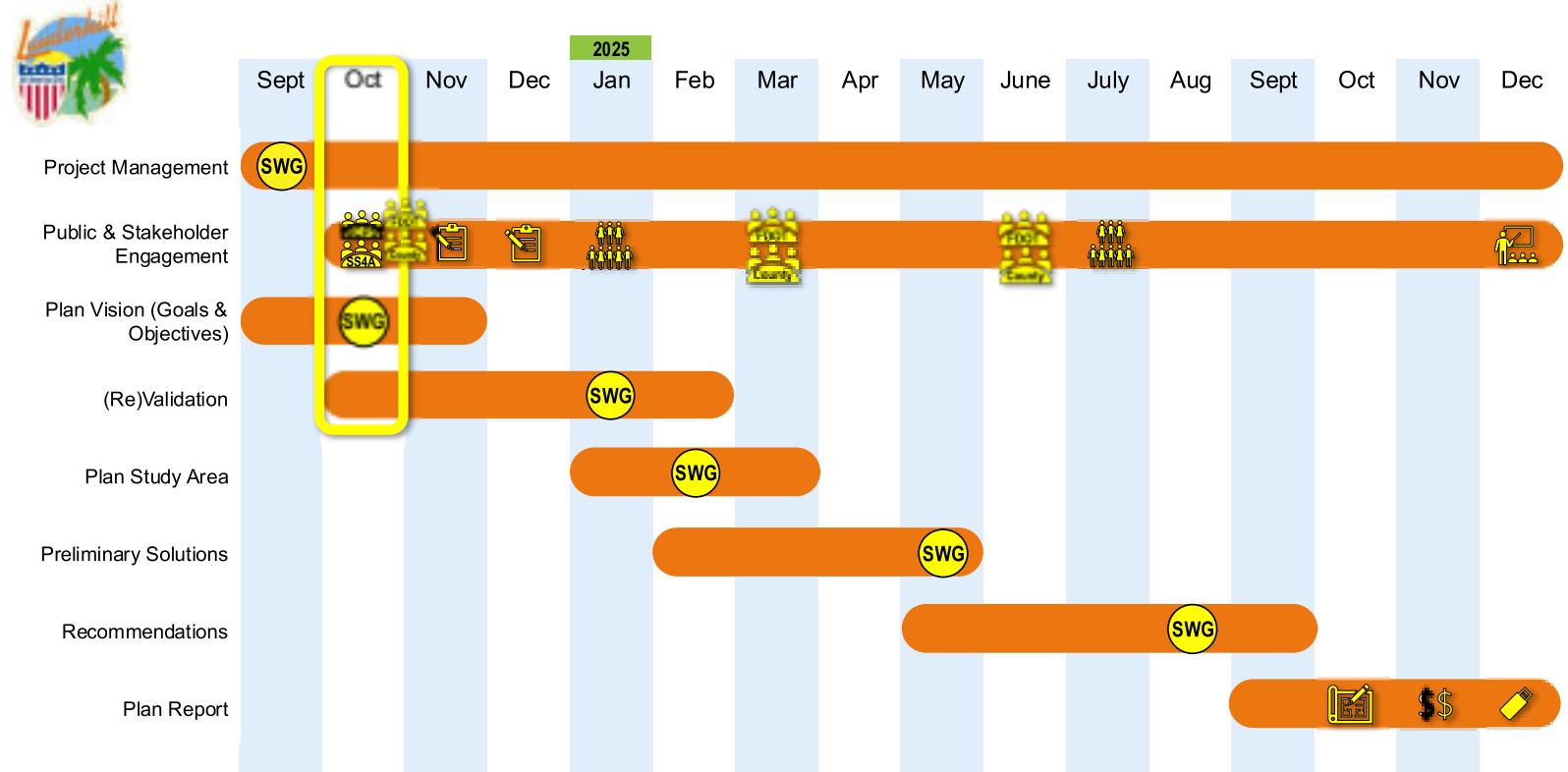
Agenda

- Lauderhill TMP: Schedule
 - Current Status
 - Data Collection Status
- Vision Discussion
- Next Steps
- Additional Information (Time Permitting)
 - Roadway Jurisdiction Map & ILA with County
 - Planned Roadway Improvements or Studies
 - 5-Year Crash Assessment: Citywide Trends
 - Community Shuttle Ridership
 - School Boundaries
 - BMPO Equity Indicators
 - Review of recent Transportation Plan

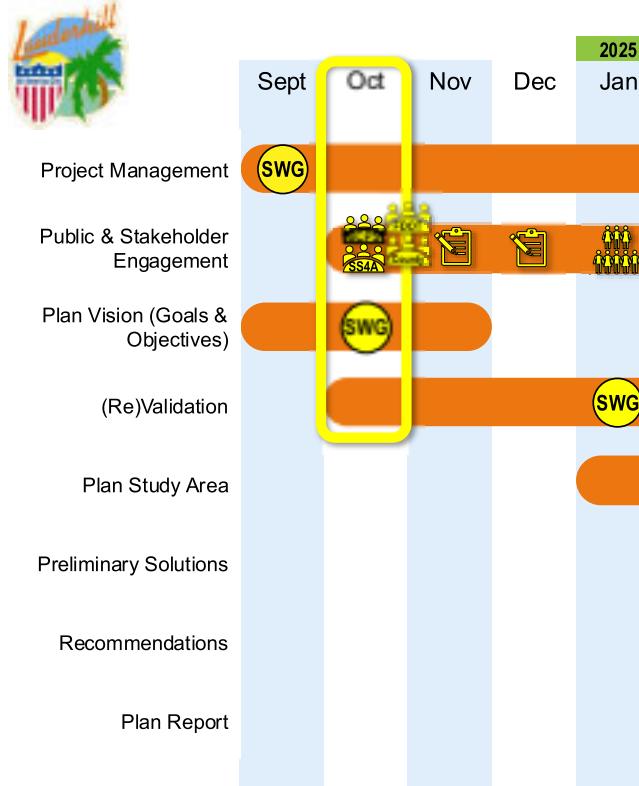
Meeting Goals:

- ✓ Decide TMP Vision
- ✓ Promote TMP Survey
- ✓ Confirm Next Steps
- ✓ Share Data Assessment

Lauderhill TMP: Schedule



Lauderhill TMP: Schedule – Current Status



- Oct. 7 – SurveyMonkey approved / live
- Oct. 24 – Safe Streets For All NW 31st Ave. Icon Map meeting
- Oct. 24 – Safe Streets For All NW 19th St. Icon Map meeting
- Oct. 29 – Broward Schools Facility Planning Director meeting
- Oct. 31 – Broward County Staff (including BCT) meeting
- Oct. 31 – FDOT Staff (including Turnpike) meeting



Please help
spread the word

<https://www.surveymonkey.com/r/Lauderhill-TMP>

Lauderhill TMP: Data Collection

Data From City Staff

- ✓ 2023 Shuttle Bus Ridership
- ✓ ADA assessment of Community Shuttle Bus Stops
- ✓ Parks & Recreation Masterplan RFP
- ✓ GIS Layers (sidewalks, bike paths, speed humps, parks, schools, zoning, etc...)
- ✓ Interlocal Agreement with Broward County for Traffic Engineering

Additional Data Request

1. Parks & Recreation Master Plan Schedule (including Engagement)
2. Map of Age Restricted (55+) housing
3. Speed Studies from Police Department
4. Updated GIS of Community Shuttle Routes

MPO Field Visits

Location	Area	Date	Time	Purpose
NW 56 Av	NW 16 St to NW 25 St	9/6	6:00 p.m.	Pedestrian Activity
Turnpike Pedestrian Bridge	NW 55Av to NW 49 Av	9/13	6:00 p.m.	Pedestrian Activity + Condition of Walking Trail behind school
Lauderhill Mall BCT Terminal		9/24	3:00 p.m.	Pedestrian Activity
NW 19 St	NW 31 Av to US 441	9/25	2:00 p.m.	Safe Streets for All Walk Audit
NW 16 St & NW 49 Av	6-12 STEM	10/2	8:45 a.m.	Walk to School
NW 44 St	University Dr to Inverrary Blvd	10/3	6:00 p.m.	Pedestrian Activity to Synagogues

Upcoming visits:

1. NW 56 Av: Walk to School activity for Royal Palm Elementary School and Endeavor Learning Center
2. Broward Estates Neighborhood: Walk to / from Schools pedestrian activity
3. NW 50 St: Evening pedestrian activity near Veterans park

Pedestrian & Bicyclist Observations:

<https://browardmpo.maps.arcgis.com/apps/mapviewer/index.html?layers=93fcdfb5194844b6948b62f6a7b99813>

General Observations:

<https://browardmpo.maps.arcgis.com/apps/mapviewer/index.html?layers=6cf72068d7584485a174bb6da46bb770>

Transit Stop Observations:

<https://browardmpo.maps.arcgis.com/apps/mapviewer/index.html?layers=32fb095954204918d9c7e4fd093b07d>

Lauderhill TMP: Vision Discussion



(Re)Validation / Existing Conditions

Plan Study Area

Potential Solutions

Recommendations

rooted in the values of family

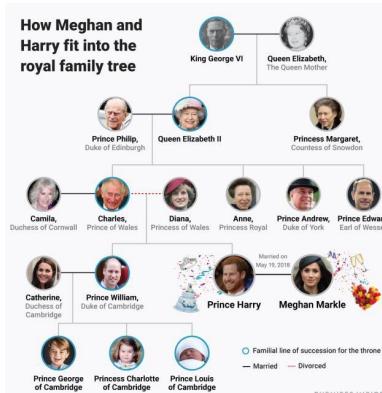
Family Values → Family Tree

Family Tree =
Hierarchy + Relationships + Connections + Future Generations

Mission
Where We're Headed
Our mission is to cultivate a City where every person feels a sense of belonging, where opportunities for success abound, and where the spirit of unity propels us toward a future of prosperity and harmony. Together, we are shaping the City of Lauderhill as a model community – one that reflects the aspirations, diversity, and resilience of its people.

Vision
Our Shared Idea of the Future
The City of Lauderhill is an enduring destination firmly rooted in the values of family and community, dedicated to fostering economic prosperity, ensuring safety, and promoting the overall well-being of every resident, creating a harmonious and thriving environment for all.

Tagline
The City of Distinction

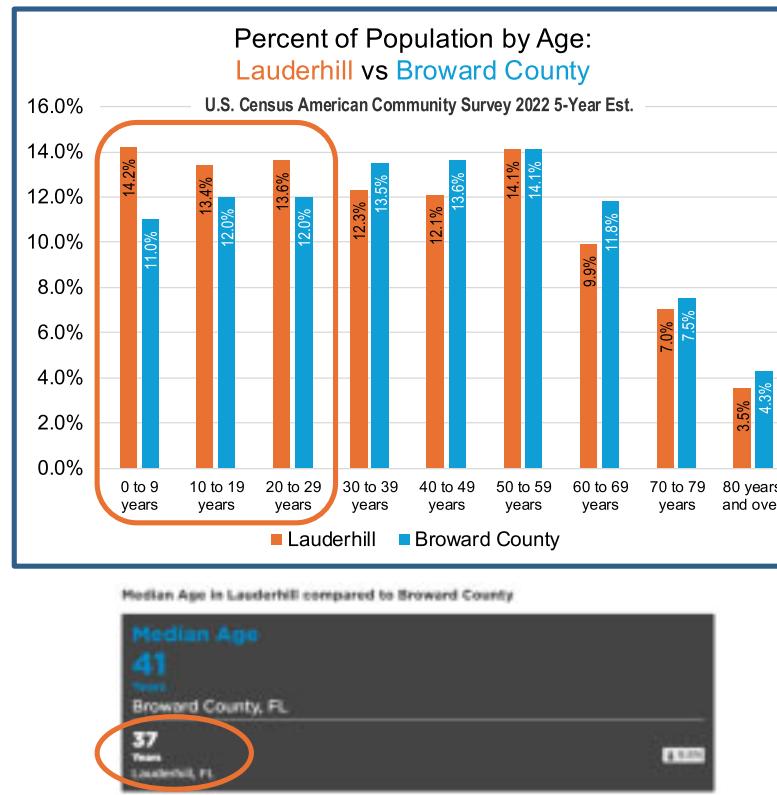
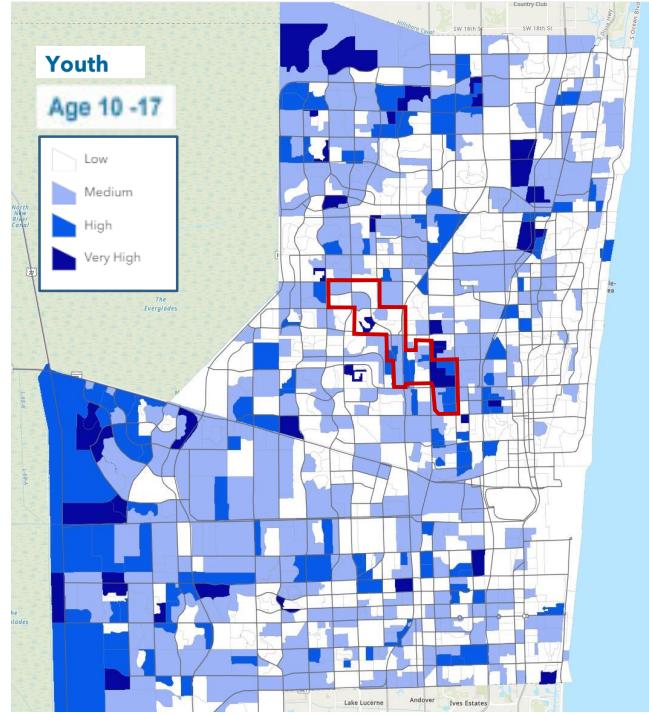


Like a family, each transportation facility has a **different but equally important role to play** in helping people get around.



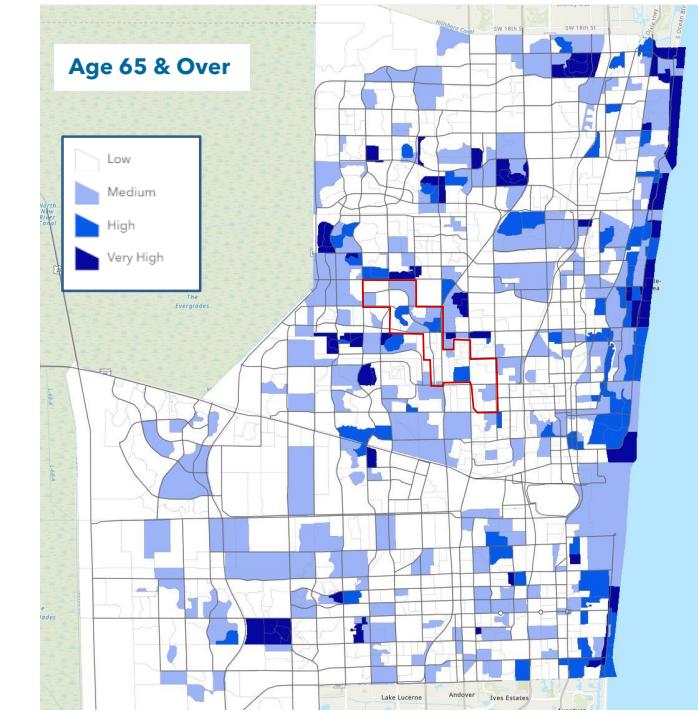


Lauderhill TMP: Youthful City

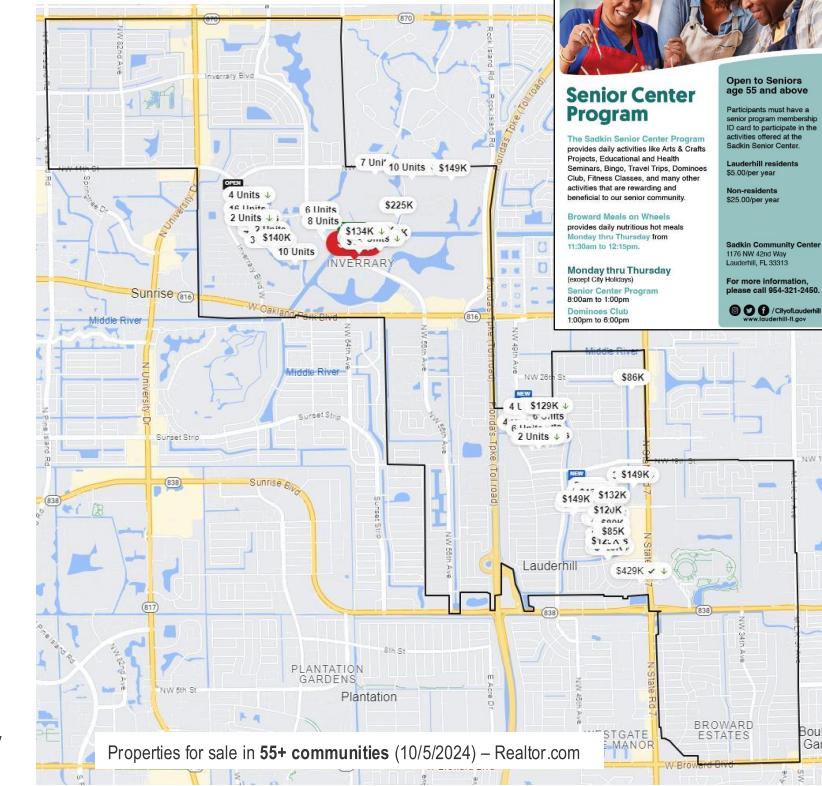


These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.

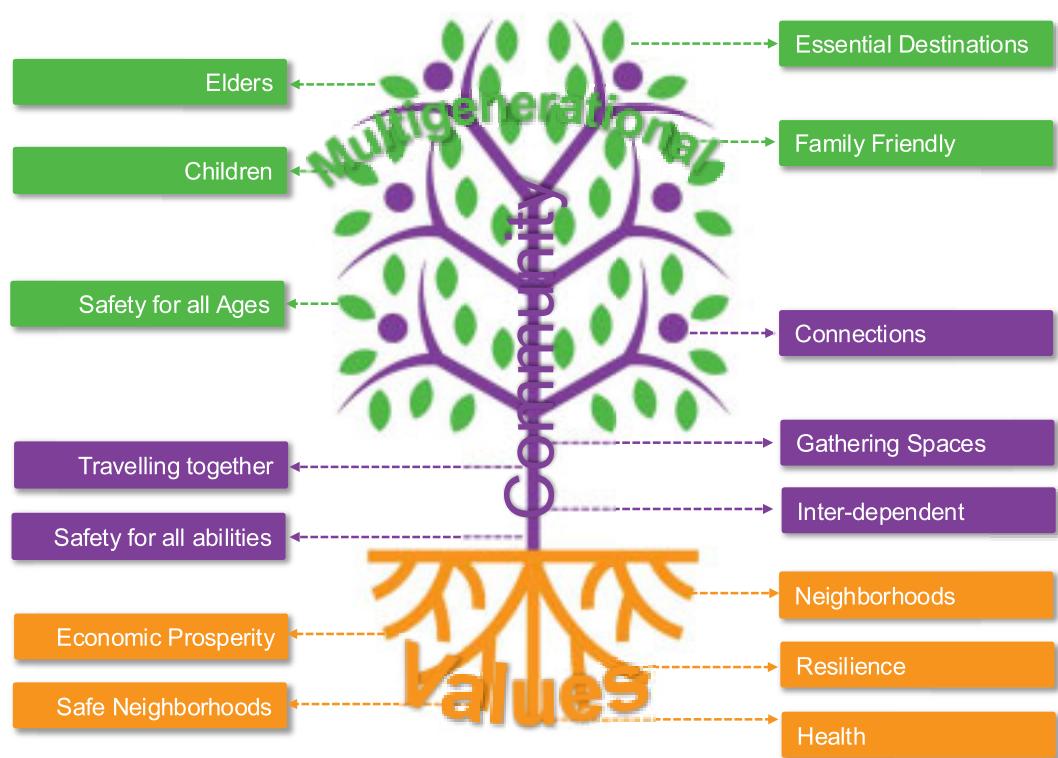
Lauderhill TMP: City for Elders



These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



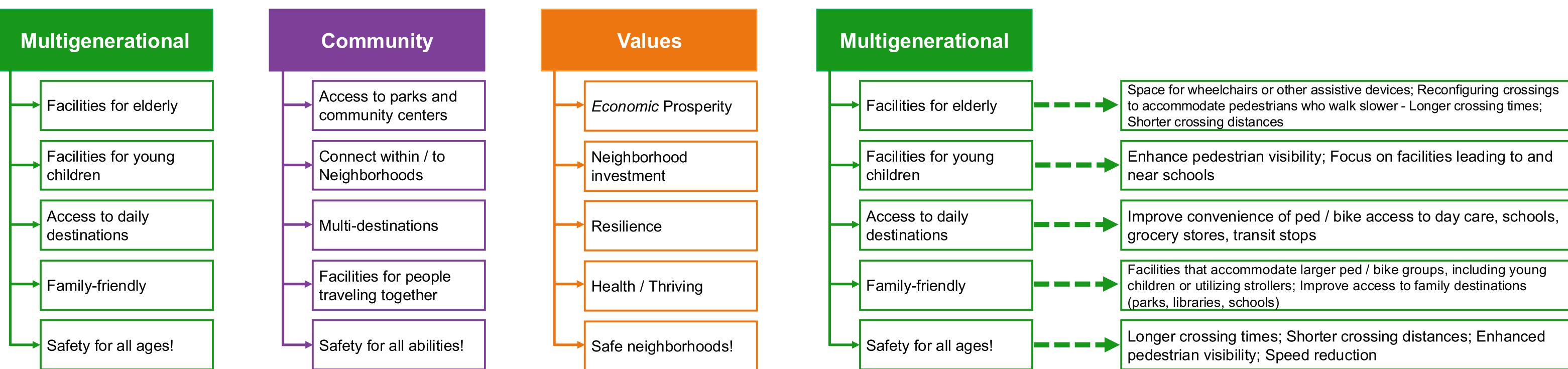
rooted in the values of family



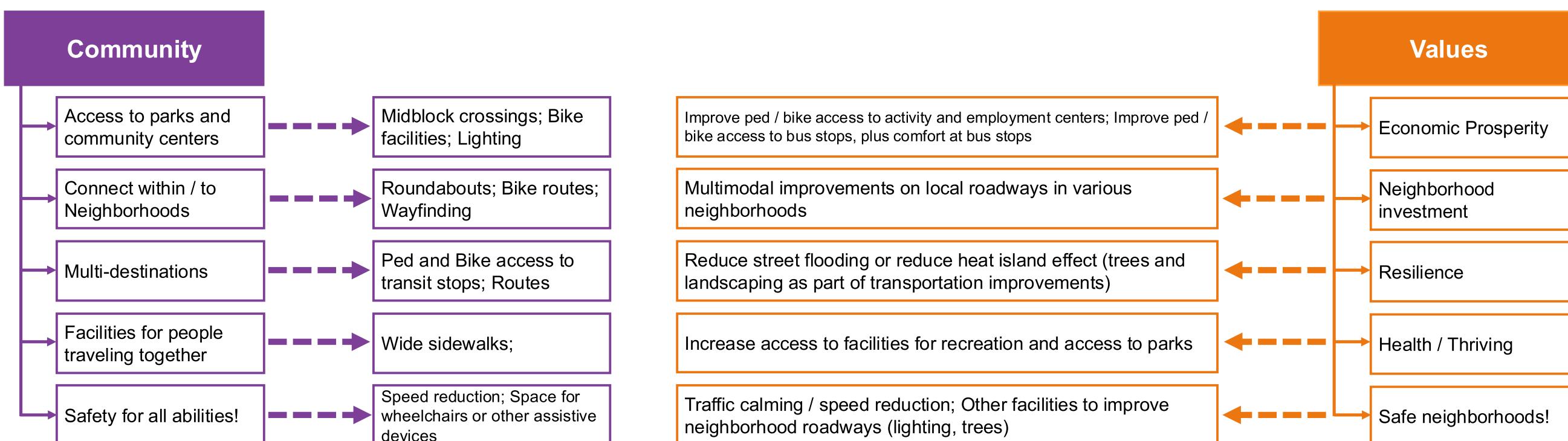
rooted in the values of family

The Vision of the Lauderhill Transportation Master Plan is to ensure the City's transportation system is rooted in the values of family. The TMP is intended to identify improvements that create safe and family-friendly multimodal transportation facilities. The TMP recognizes that the City's transportation facilities have a different but equally important role to play in helping people safely, conveniently, and comfortably get around.

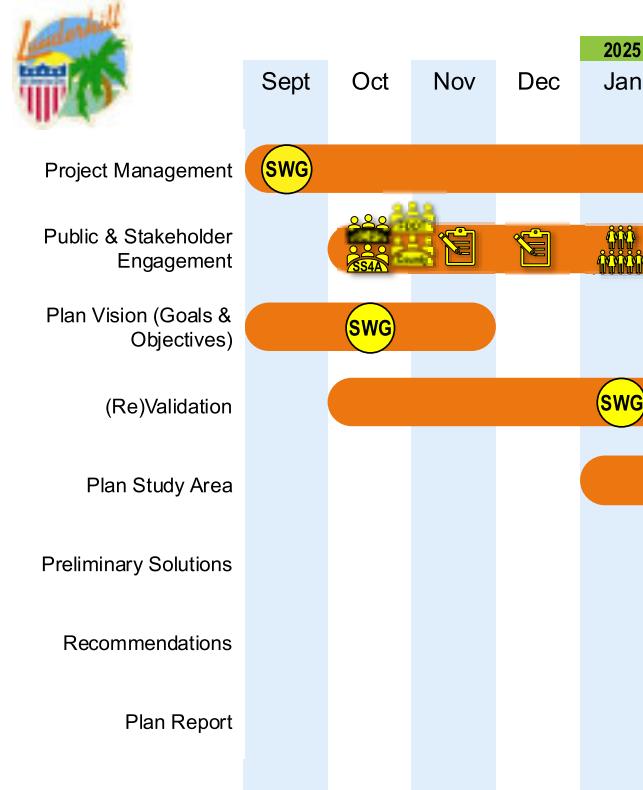
rooted in the values of family



rooted in the values of family



Lauderhill TMP: Next Steps



MPO Next Steps

1. Attend Stakeholder meetings: Safe Streets for All, Broward Schools, Broward County, & FDOT
2. Finalize initial Public Engagement Plan (including scheduling January 2025 Community Meetings)
3. Attend Community Event to promote TMP Survey – **Family Halloween Event**
4. Refine Goals and Objectives + Develop TMP Evaluation Framework:
 - Complete (Re) Validation of McMahon Plan Recommendations
 - Prepare Citywide, high level existing conditions assessment
5. Data Collection + Field Visits (Ongoing)
6. Analyze Results of TMP Survey (Survey closes Dec 15th)

City Staff Next Steps

1. Attend Stakeholders meetings
2. Provide Data:
 - Parks & Recreation Master Plan Schedule
 - Map of Age Restricted (55+) housing
 - Speed Studies from Police Department
 - Updated GIS of Community Shuttle Routes
3. Provide Community Meeting Dates, Times, Locations
4. Help spread the word about the Lauderhill TMP Survey!!!



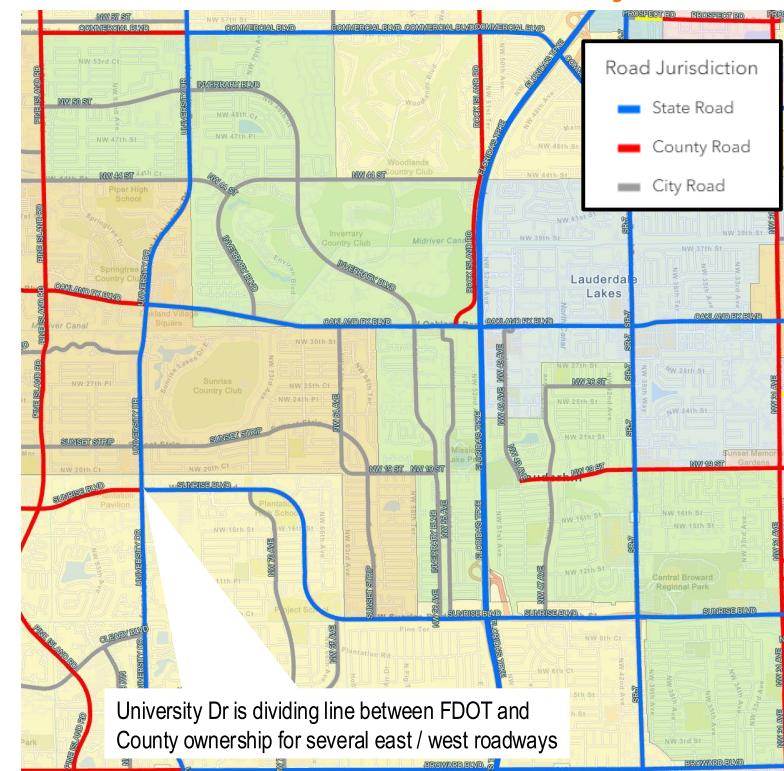
Additional Information / time permitting

- Roadway Jurisdiction Map & ILA with County
- Planned Roadway Improvements or Studies
- 5-Year Crash Assessment: Citywide Trends
- Community Shuttle Ridership
- School Boundaries
- BMPO Equity Indicators
- Review of recent / McMahon Transportation Plan (provided separately)



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Lauderhill TMP: Roadway Jurisdiction



RESOLUTION NO. 93-117

A RESOLUTION APPROVING THE TRAFFIC ENGINEERING AGREEMENT BETWEEN BROWARD COUNTY AND THE CITY OF LAUDERHILL WHEREBY BROWARD COUNTY AGREES TO PERFORM TRAFFIC ENGINEERING FUNCTIONS FOR THE CITY OF LAUDERHILL.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF LAUDERHILL, FLORIDA:

Section 1. The Traffic Engineering Agreement between Broward County and the City of Lauderhill, a copy of which is attached hereto, is approved and ratified.

Section 2. The Mayor and all appropriate City officials are authorized to execute this Agreement and any other documents which may be required to fulfill the terms of this Resolution.

Section 3. The amendments to Article 4 and Article 14 as set forth in the letter from John P. Clement to Richard R. Smith dated September 1, 1993 shall be made part of the Agreement.

Section 4. This resolution shall take effect immediately upon its passage.

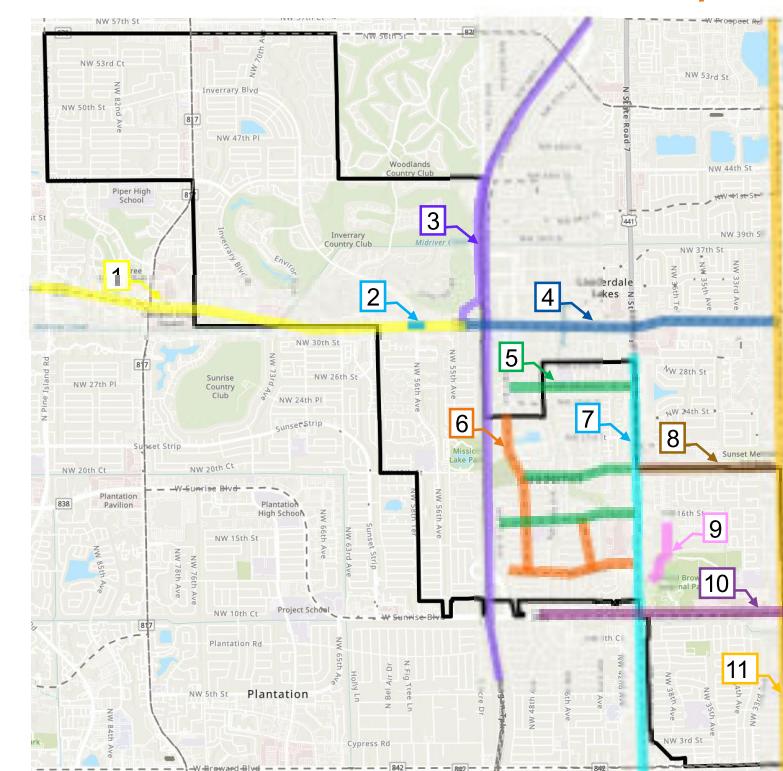
DATED this 13th day of September, 1993.

PASSED AND ADOPTED on first reading this 13th day of September, 1993.

John P. Clement
PRESIDING OFFICER
ATTEST:
Doris L. Sommerville
CITY CLERK

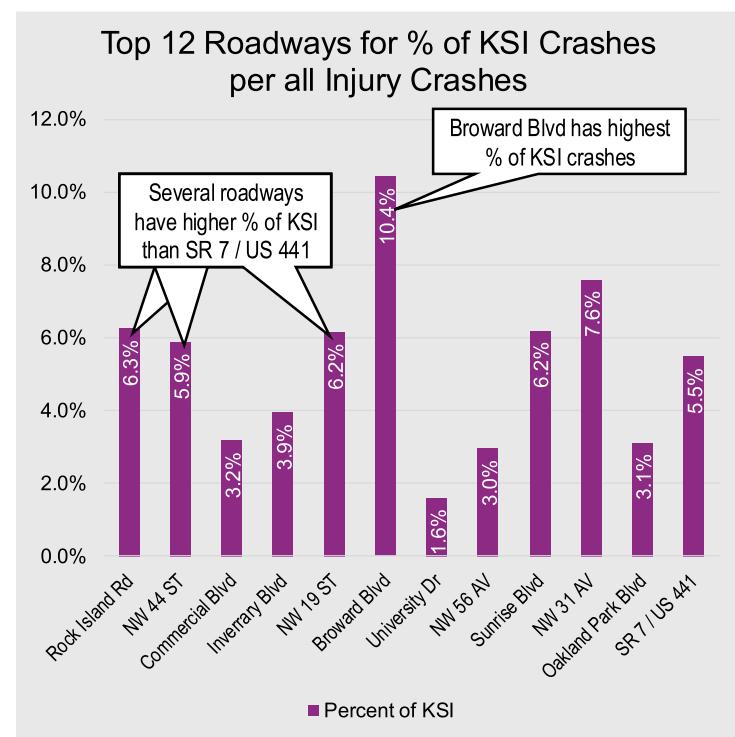
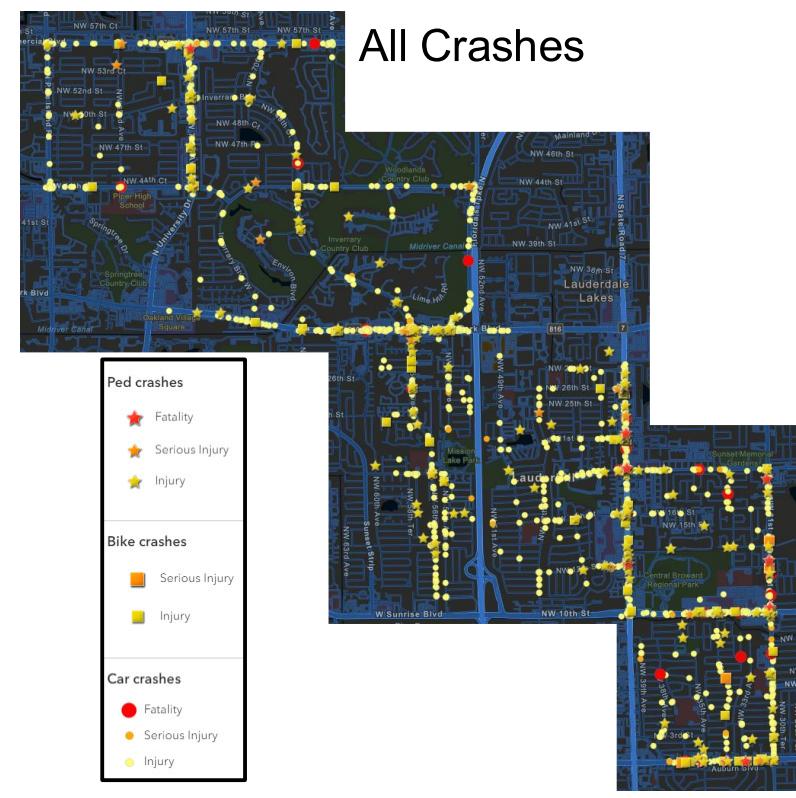
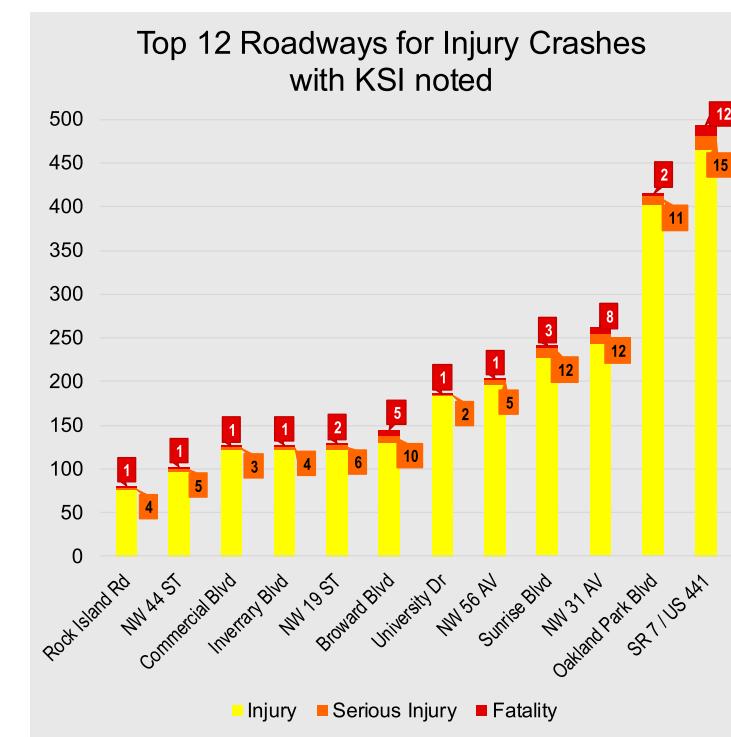
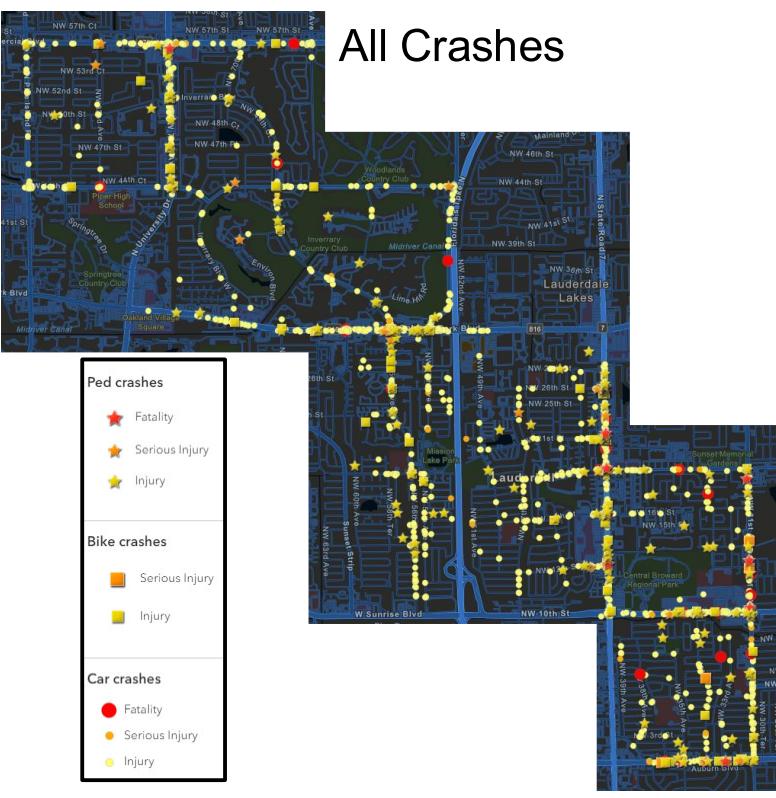
Gene Lebedewa
MAYOR

Lauderhill TMP: Planned Improvements / Studies

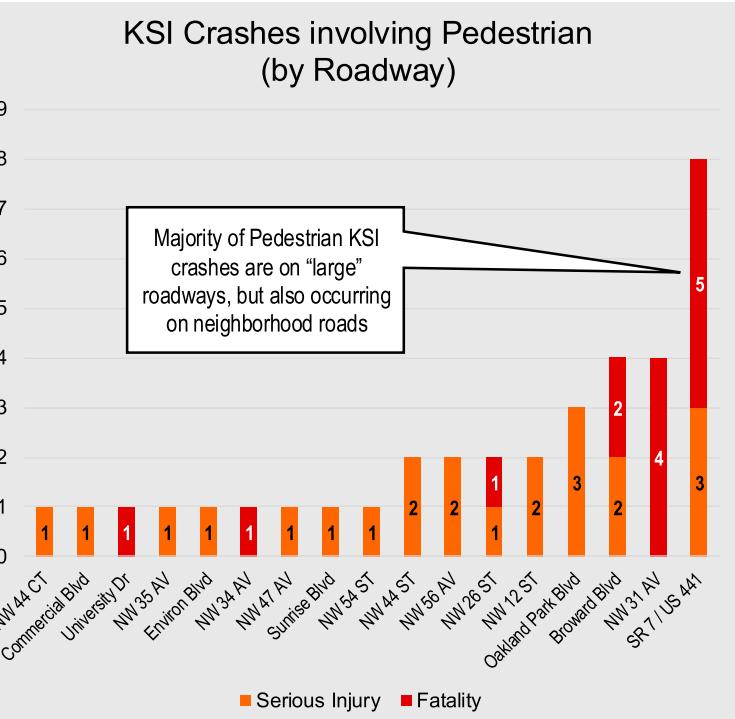
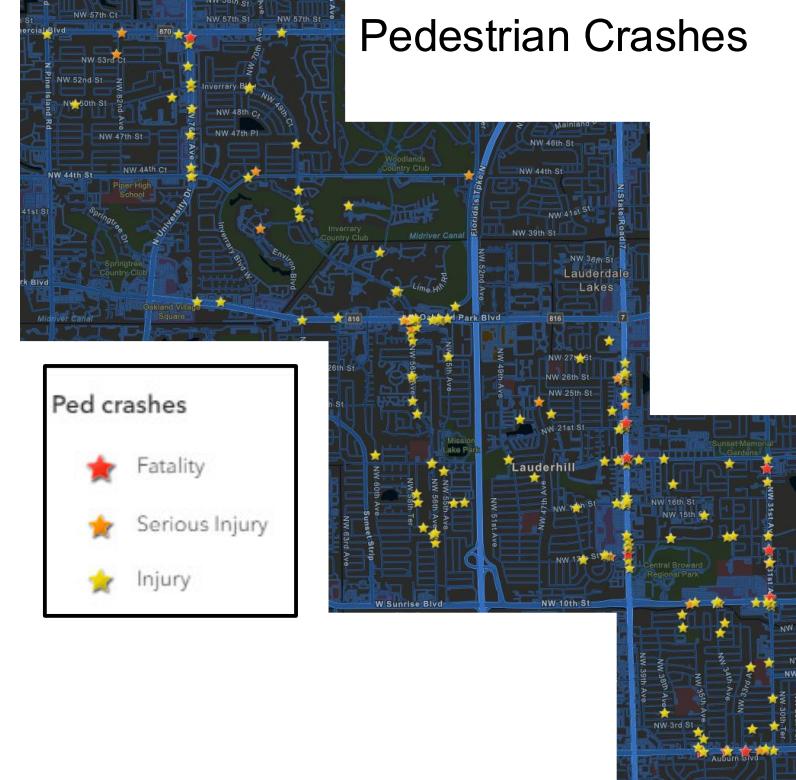
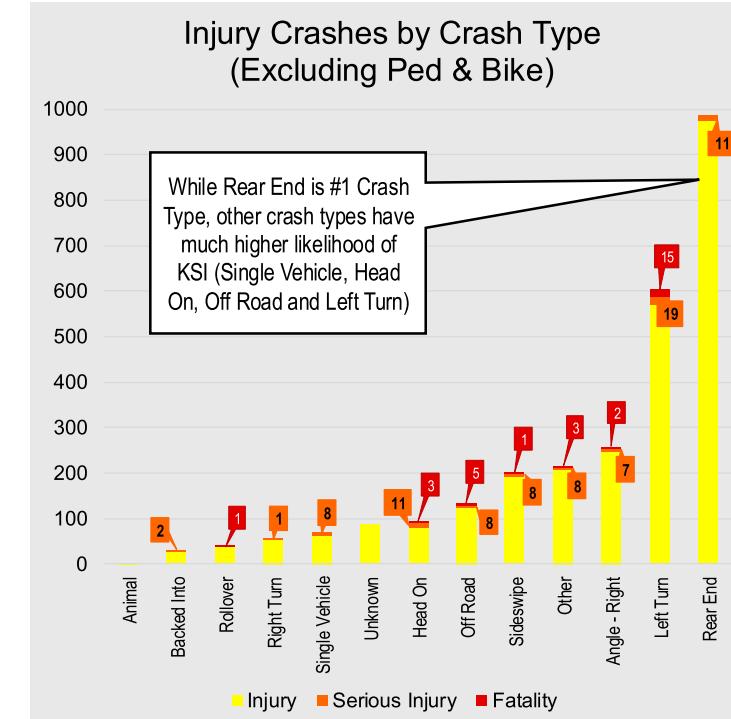
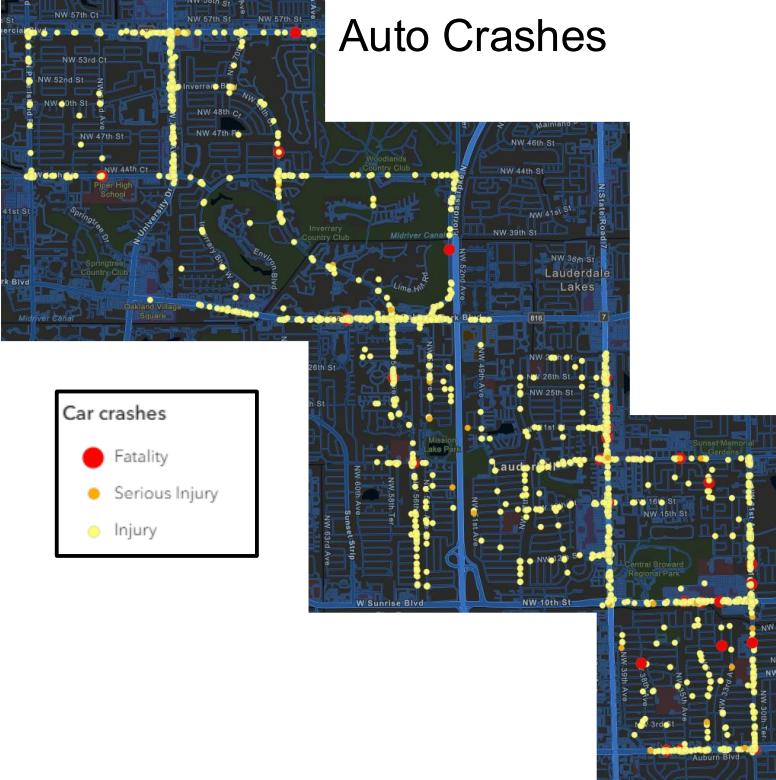


	Roadway	Ownership	Improvement / Study	Status
1	OP Blvd	County & FDOT	PREEMO (BRT)	PD&E
2	OP Blvd & NW 56 Av	FDOT	Signalization improvements	Design – FY 2025 Const – FY 2028
3	Rock Island Rd & Turnpike	County & FDOT	Rock Island Rd realignment; New Turnpike exchange @ OP Blvd; Turnpike Widening	Design – FY 2029
4	Oakland Park Blvd (Rock Island Rd eastward)	FDOT	RRR	Construction – FY 2026
5	NW 16 St, NW 19 St, & NW 26 St	County & City	Bike / Ped Improvements (with SR7 Improvements)	Construction - 2024
6	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design – FY 2028
7	SR 7 / US 441	FDOT	RRR; Broward Safety Action Plan Study; PREEMO BRT	Construction – 2026 BSAP Study Underway
8	NW 19 St (441 to NW 31 Av)	County	Broward Safety Action Plan Study	Study underway
9	NW 38 Av	City	Access to Central Regional Park (Broward MAP / Surtax)	Design – FY 2027
10	Sunrise Blvd (NW 49 Av eastward)	FDOT	RRR	Construction - 2027
11	NW 31 Av	County	Bike / Ped Improvements; Broward Safety Action Plan Study	Design – 2025 Study Underway

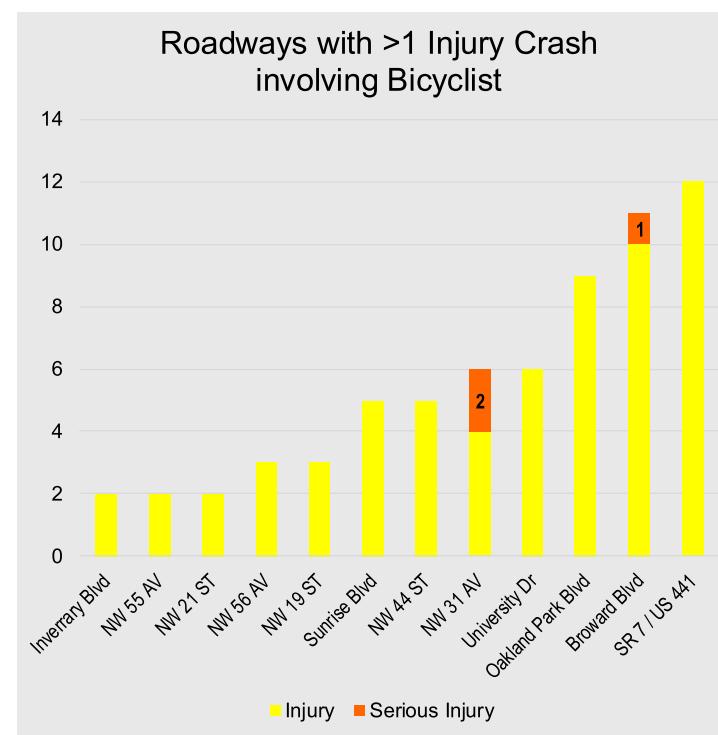
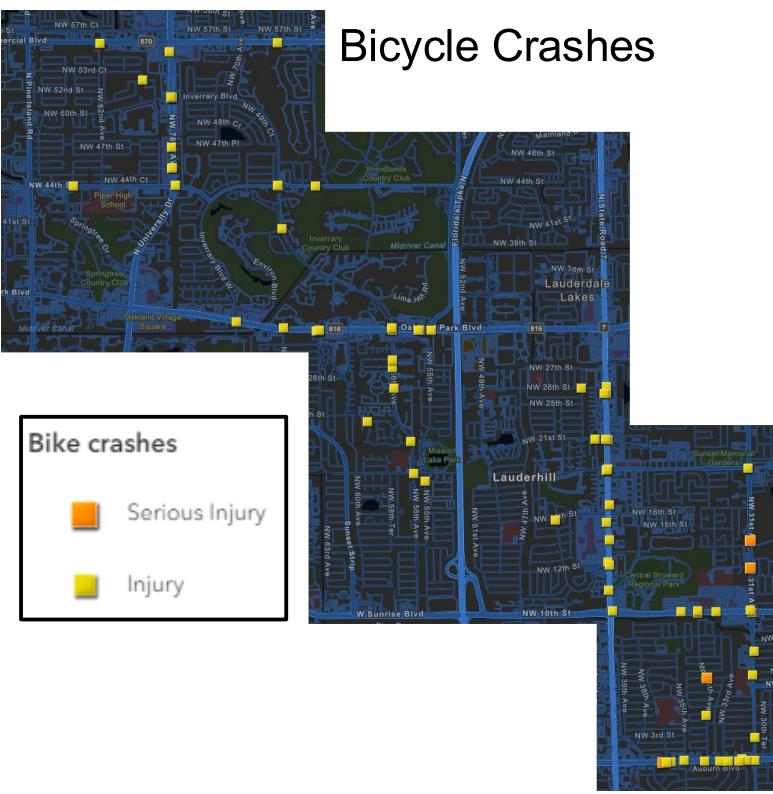
Lauderhill TMP: Injury Crashes (2019 – 2023)



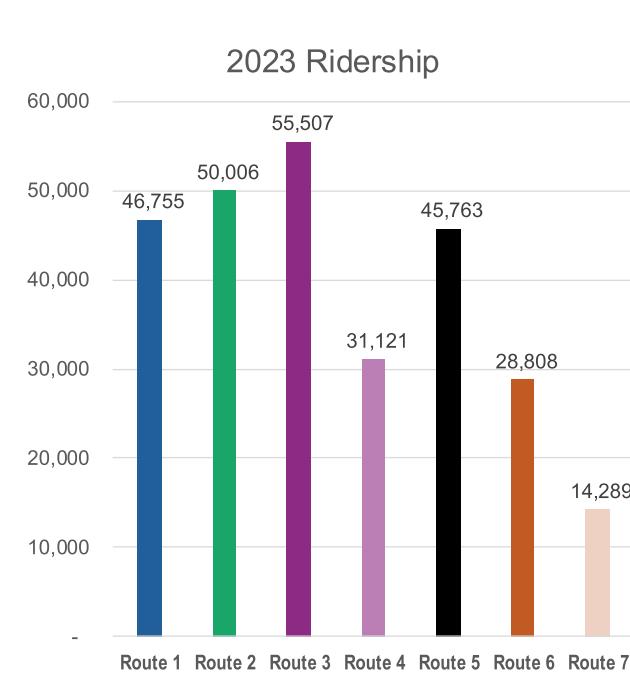
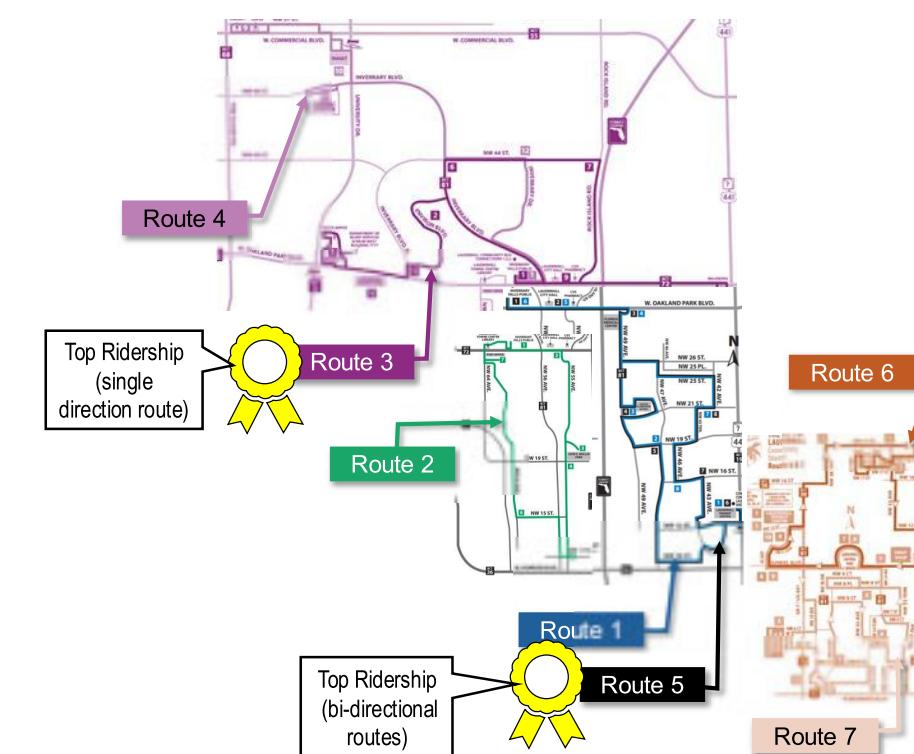
Lauderhill TMP: Injury Crashes (2019 – 2023)



Lauderhill TMP: Injury Crashes (2019 – 2023)

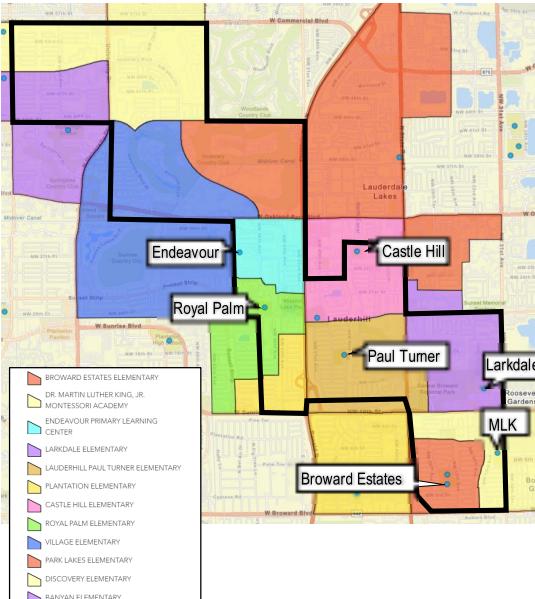


Lauderhill TMP: Community Shuttle Ridership

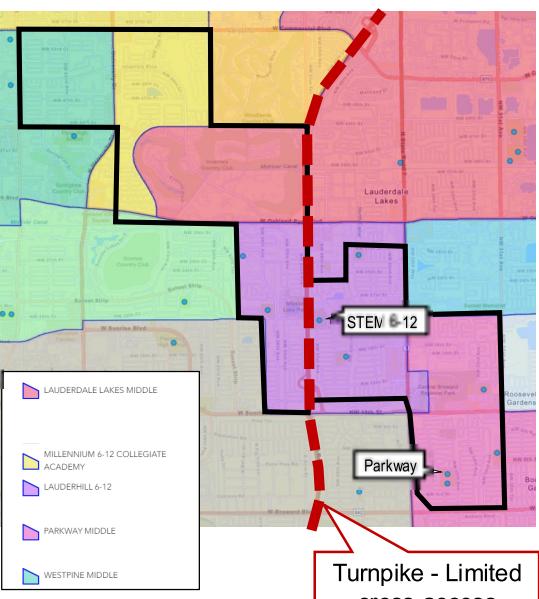


Lauderhill TMP: Public Schools & Boundaries

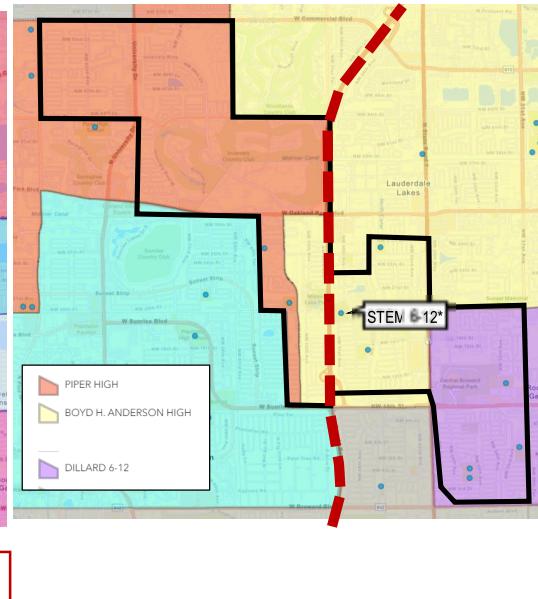
7 Elementary Schools in City
12 Elementary Schools Boundaries



2 Middle Schools in City
5 Middle Schools Boundaries



1 High School in City*
4 High School Boundaries*



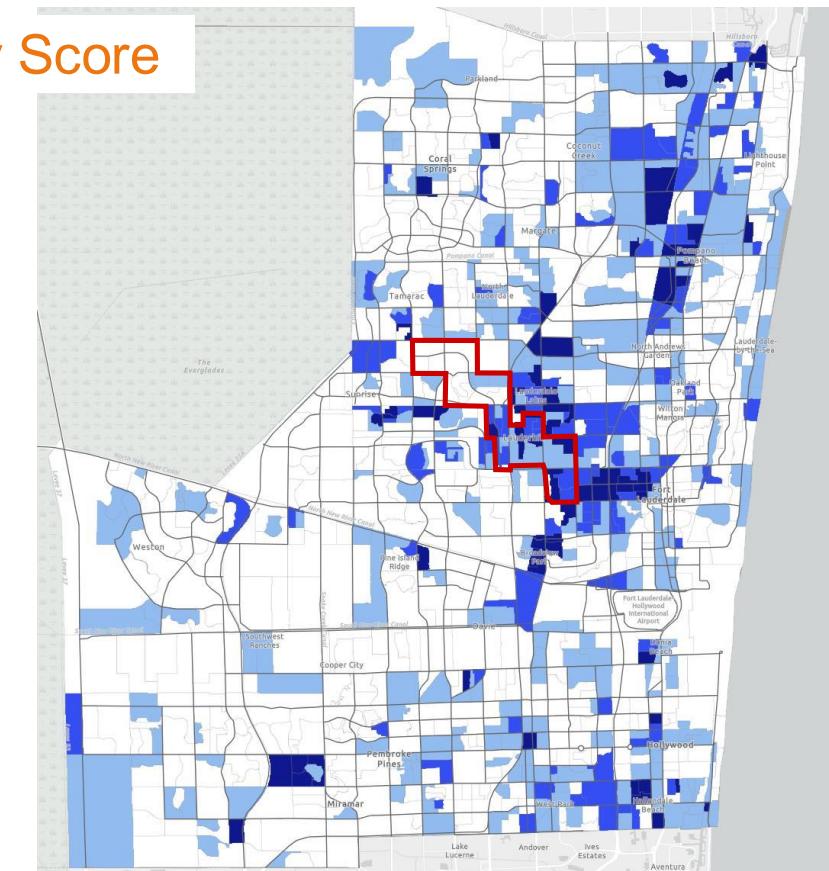
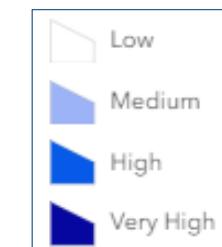
Turnpike - Limited cross-access

Lauderhill TMP: BMPO Equity Score

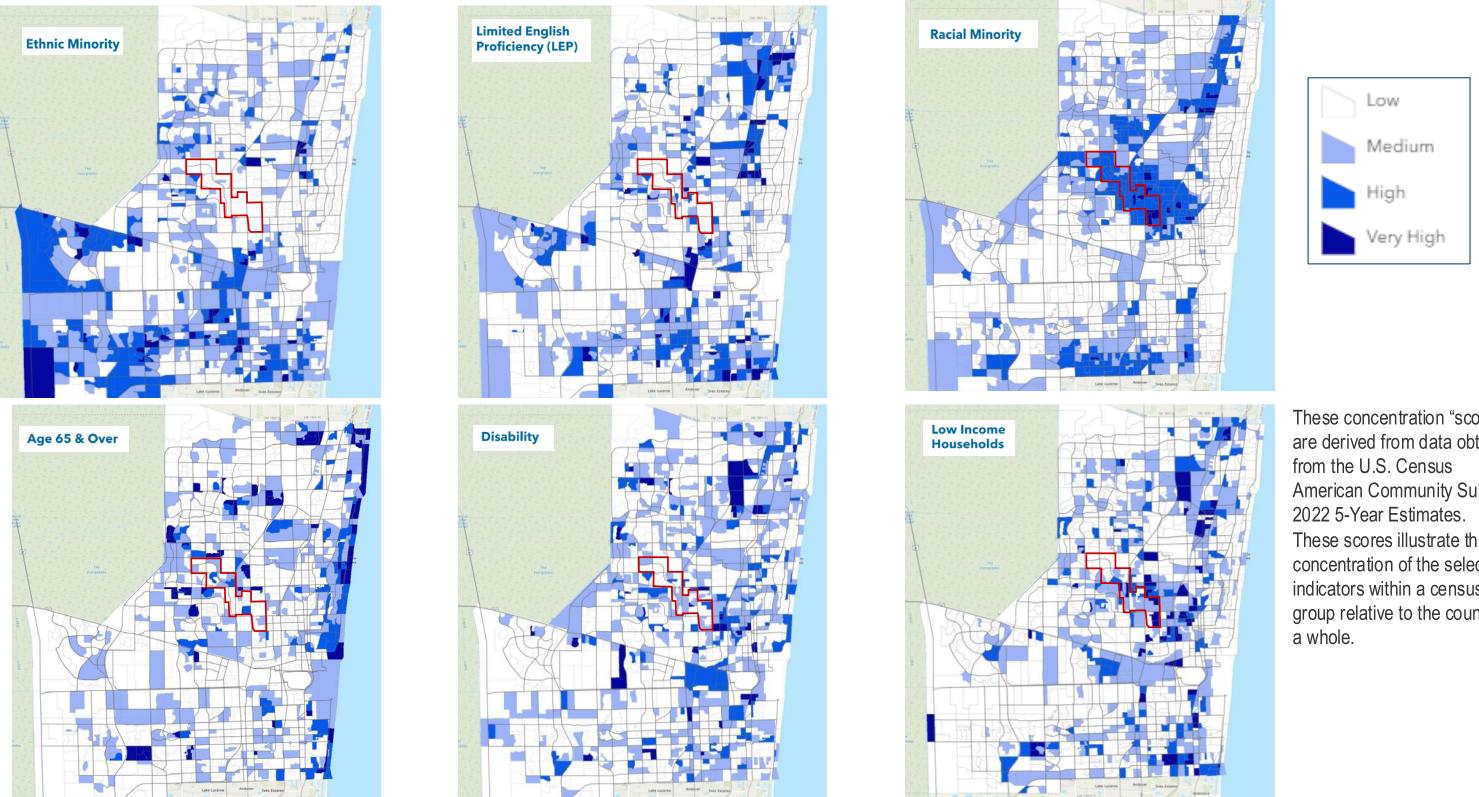
Equity Composite Score

Assigned a category (1-4) based on the standard deviation from the average composite score for all block groups. The categories are as follows:

- Category 4 (Very High) = equal to or greater than +2 standard deviation
- Category 3 (High) = equal to or greater than +1 standard deviation
- Category 2 (Medium) = equal to or greater than countywide average
- Category 1 (Low) = less than countywide average



Lauderhill TMP: BMPO Equity Indicators

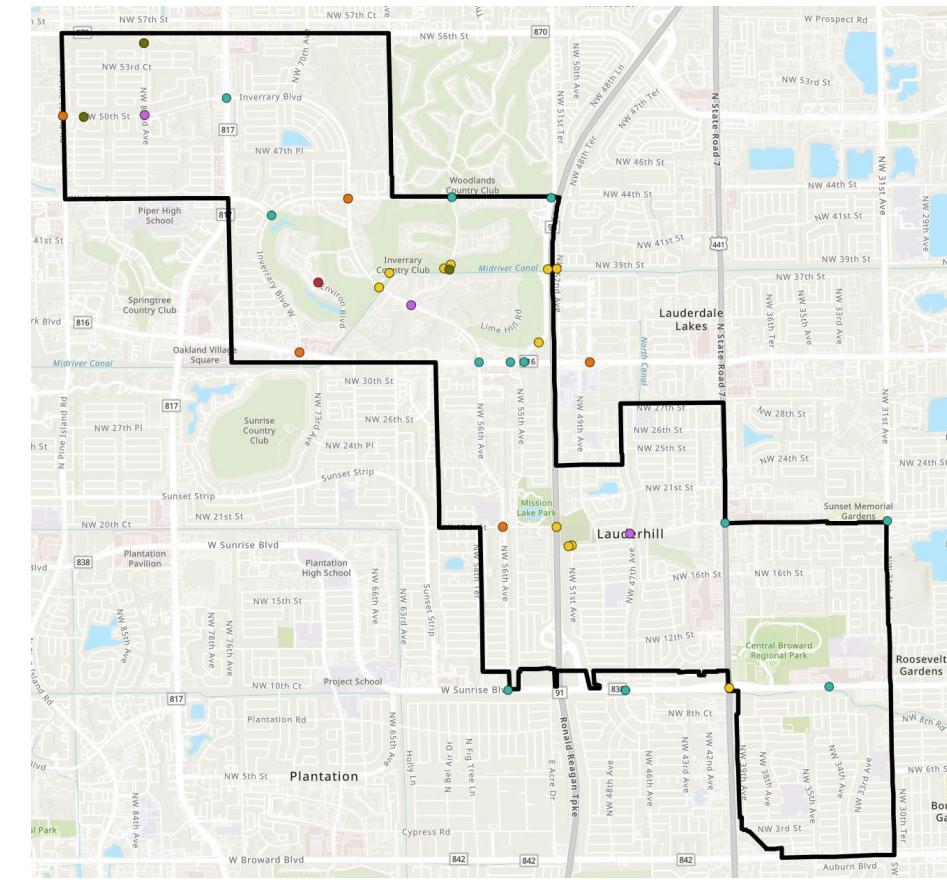


These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.

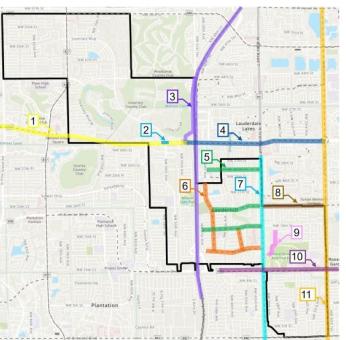
McMahonRecommendationsGIS

- Intersection Improvements
- Reconnect Communities
- Crosswalk Improvements
- Intersection Reconfiguration
- Shared Use Path & Intersection Improvements
- Bike Lanes and Sidewalks

<https://browardmpo.maps.arcgis.com/apps/mapviewer/index.html?webmap=66aef7a55a80464a8ce775f4fb04a2d8>



Lauderhill TMP: Planned Improvements / Studies



	Roadway	Ownership	Improvement / Study	Status
1	OP Blvd	County & FDOT	PREEMO (BRT)	Planning

PROJECT OVERVIEW:

Project Overview: Connects activity centers between A1A and Sawgrass Mills Mall. Includes:

- 15 miles of Bus Rapid Transit (BRT) along Oakland Park Boulevard
- Approximately 16 branded stations
- Exclusive transit lanes where feasible
- Supplemental fixed route local service

Anticipated Annual Ridership: 2.4M - 3.2M

Projected Opening: EOY 2028

Estimated Investment: \$226M

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Anticipated Annual Ridership: 2.4M - 3.2M
Projected Opening: EOY 2028
Estimated Investment: \$226M



Oakland Park Boulevard Alternatives Analysis
Final Report

FDOT

Financial Project ID: 4295891-22-01 • Florida Department of Transportation District Four

Lauderhill TMP: Planned Improvements / Studies

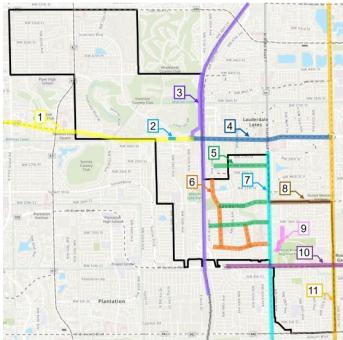
	Roadway	Ownership	Improvement / Study	Status
2	OP Blvd & NW 56 Av	FDOT	Signalization improvements	Design - FY 2025 Const - FY 2028

Broward MPO Transportation Improvement Program - FY 2025 - 2029						
4531421 SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE - INVERRARY BOULEVARD Non-SIS						
Work Summary:		TRAFFIC SIGNAL UPDATE	From:	To:	Lead Agency:	FDOT
					Length:	0.212
					MTP Pg.:	5-36
Phase	Fund Source	2025	2026	2027	2028	2029
PE	ACSS	165,897	0	0	0	0
PE	SA	13,272	0	0	0	0
CST	ACSS	0	0	0	883,263	0
CST	SA	0	0	0	37,426	0
Total		179,169	0	0	920,689	0
Total						
1,099,858						

Prior Year Cost:
Future Year Cost:
Total Project Cost:
Project Description:

NPV=3,207,573 B/C=9.5: SHSP EMPHASIS AREA(S) INTERSECTION CRASHES AND VULNERABLE ROAD USERS. IMPLEMENT FLASHING YELLOW ARROW (FYA) FOR NB AND SB LEFT TURNS. A STRUCTURAL ANALYSIS IS RECOMMENDED. INSTALL FLEXIBLE BACKPLATES WITH RETROREFLECTIVE BORDERS FOR SIGNAL HEADS FACING NB AND SB TRAFFIC. EVALUATE THE FEASIBILITY OF INSTALLING AN

Lauderhill TMP: Planned Improvements / Studies



	Roadway	Ownership	Improvement / Study	Status
3	Rock Island Rd & Turnpike	County & FDOT	Rock Island Rd realignment; new Turnpike exchange at Oakland Park Blvd; Turnpike Widening	Design - FY 2029

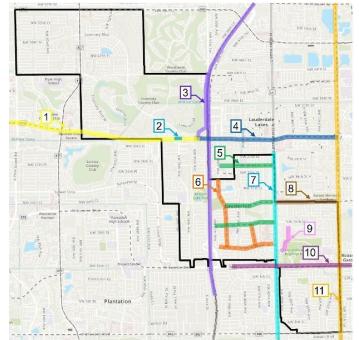


PHOTO RENDERING OF PROPOSED INTERCHANGE LOOKING NORTH



- What is the current status?
- What multimodal facilities are included for Rock Island Rd?

Lauderhill TMP: Planned Improvements / Studies



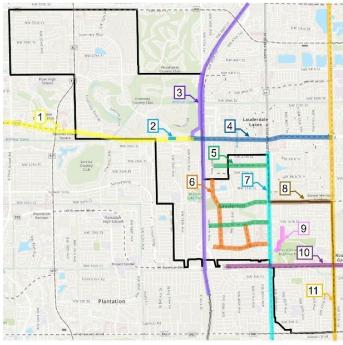
	Roadway	Ownership	Improvement / Study	Status
4	Oakland Park Blvd (Rock Island Rd eastward)	FDOT	RRR	Construction - FY 2026

Broward MPO Transportation Improvement Program - FY 2025 - 2029

4476751 SR-816/OAKLAND PARK BLVD FROM ROCK ISLAND ROAD TO EAST OF NW 31 STREET Non-SIS						
		Work Summary:	RESURFACING	From:	To:	
		Lead Agency:	FDOT	Length:	2.731	
Phase	Fund Source	2025	2026	2027	2028	2029
CST	DS	0	5,830,141	0	0	0
CST	DIH	0	69,891	0	0	0
CST	DDR	0	2,526,056	0	0	0
Total		0	8,426,088	0	0	0
						Total
						8,426,088

Prior Year Cost: 1,249,383
Future Year Cost: 9,675,471
Total Project Cost: 9,675,471
Project Description:

Lauderhill TMP: Planned Improvements / Studies



	Roadway	Ownership	Improvement / Study	Status
5	NW 16 St, NW 19 St, & NW 26 St	County & City	Bike / Ped Improvements (with SR7 Improvements)	Construction - 2024

Construction Cost: \$5,530,214 Construction Start: September 2024 Estimated Completion: Spring 2026

PROJECT IMPROVEMENTS

NW 16th Street from NW 49th Avenue to SR 7/US 441

- Milling and resurfacing the existing roadway from NW 43rd Avenue to SR 7/US 441 to ensure long-term resilience
- Minor roadway widening throughout project limits to accommodate 5-foot bicycle lanes
- Adding a continuous 5-foot concrete sidewalk in each direction within project limits to enhance safety and connectivity for pedestrians
- Upgrading curb ramps, pavement markings, and signage to improve visibility and accessibility

NW 26th Street from NW 49th Avenue to SR 7/US 441

- Milling and resurfacing the existing roadway from NW 49th Avenue to SR 7/US 441 to ensure long-term resilience
- Minor roadway widening throughout project limits to accommodate 5-foot bicycle lanes
- Adding a continuous 5-foot concrete sidewalk in each direction within project limits to enhance safety and connectivity for pedestrians
- Upgrading curb ramps, pavement markings, and signage to improve visibility and accessibility

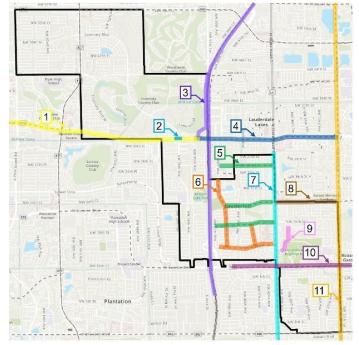
TRAFFIC IMPACTS

- Lane closures along NW 16th Street, NW 19th Street, and NW 26th Street are permitted daily as needed, 7:00 a.m. until 7:00 p.m.
- Motorist and pedestrian access to businesses and residences will be maintained at all times
- Additional information about lane closures and pedestrian impacts will be provided in the weekly traffic report distributed by FDOT and can be viewed using the following link: [FDOT Broward County Construction - Home \(d4fdot.com\)](http://FDOT Broward County Construction - Home (d4fdot.com))



CONTACT INFORMATION

Lauderhill TMP: Planned Improvements / Studies

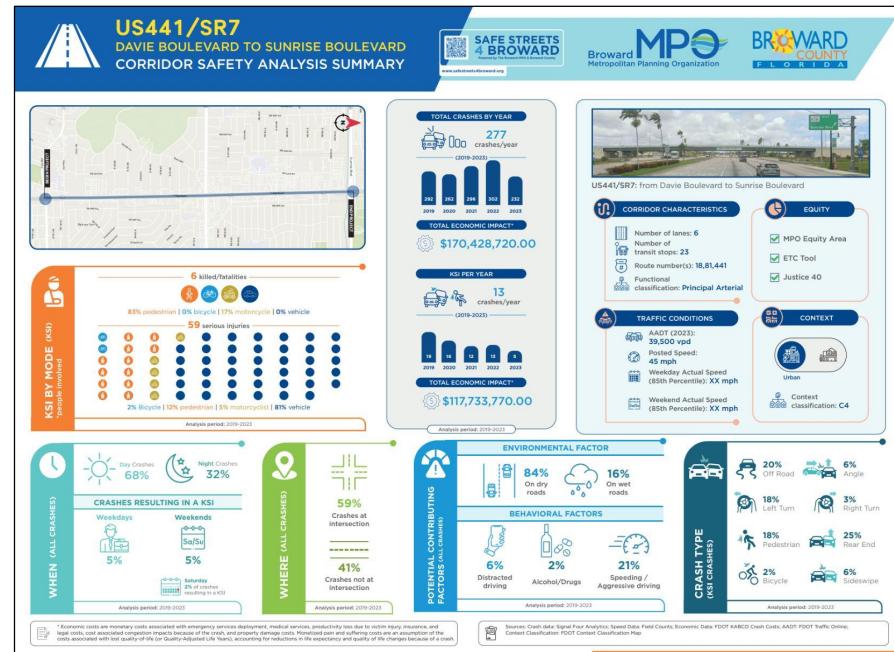
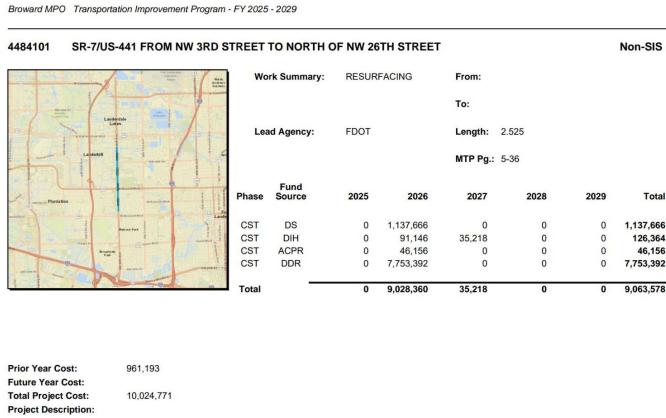
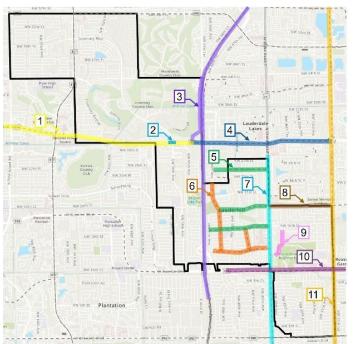


	Roadway	Ownership	Improvement / Study	Status
6	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design - FY 2028



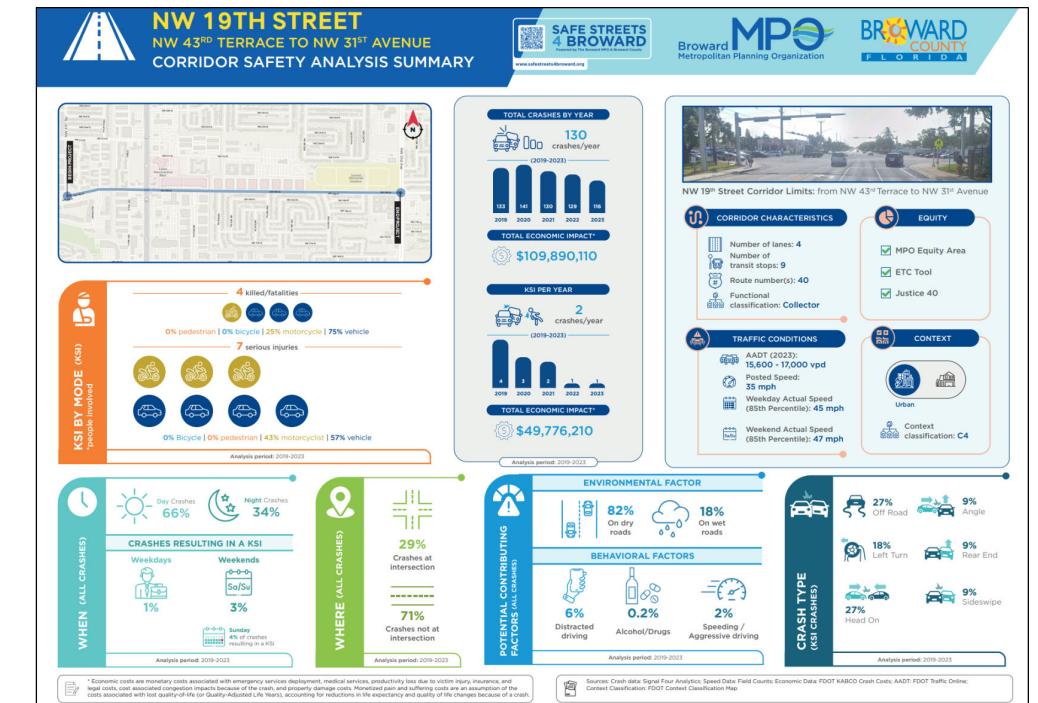
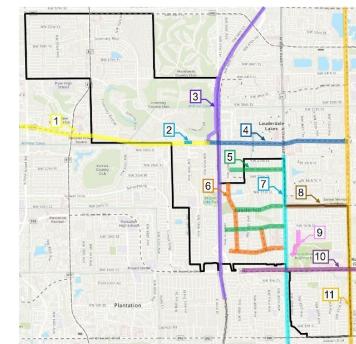
Lauderhill TMP: Planned Improvements / Studies

	Roadway	Ownership	Improvement / Study	Status
7	SR 7 /US 441	FDOT	RRR; Broward Safety Action Plan (Study)	Construction – 2026 Study Underway



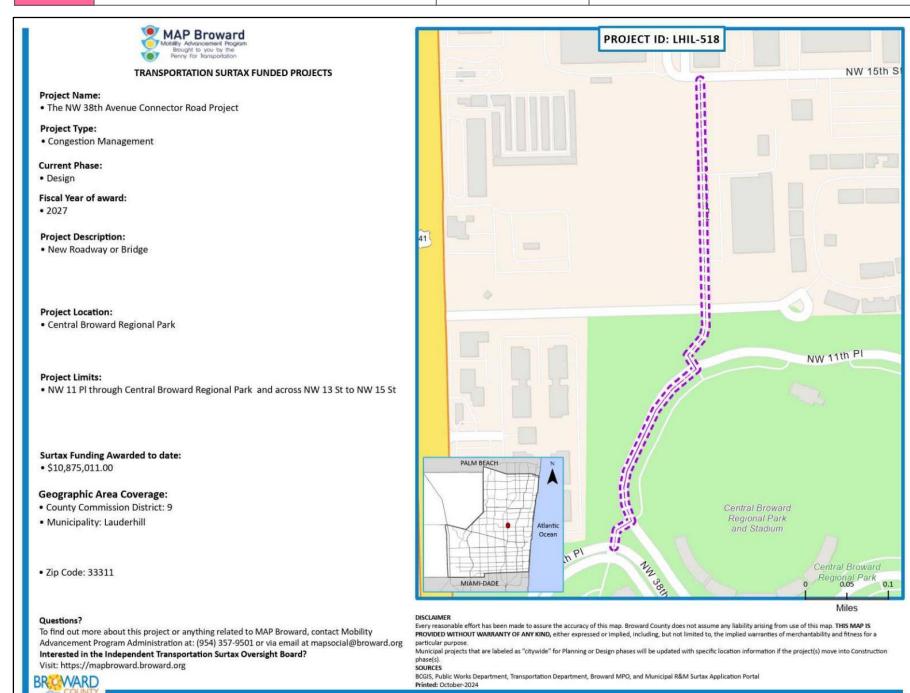
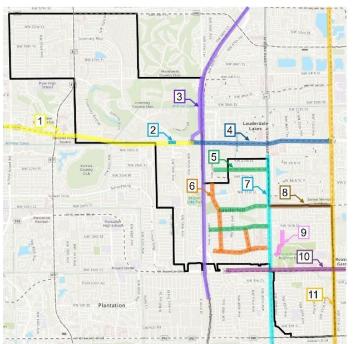
Lauderhill TMP: Planned Improvements / Studies

	Roadway	Ownership	Improvement / Study	Status
8	NW 19 St (441 to NW 31 Av)	County	Broward Safety Action Plan (Study)	Study underway



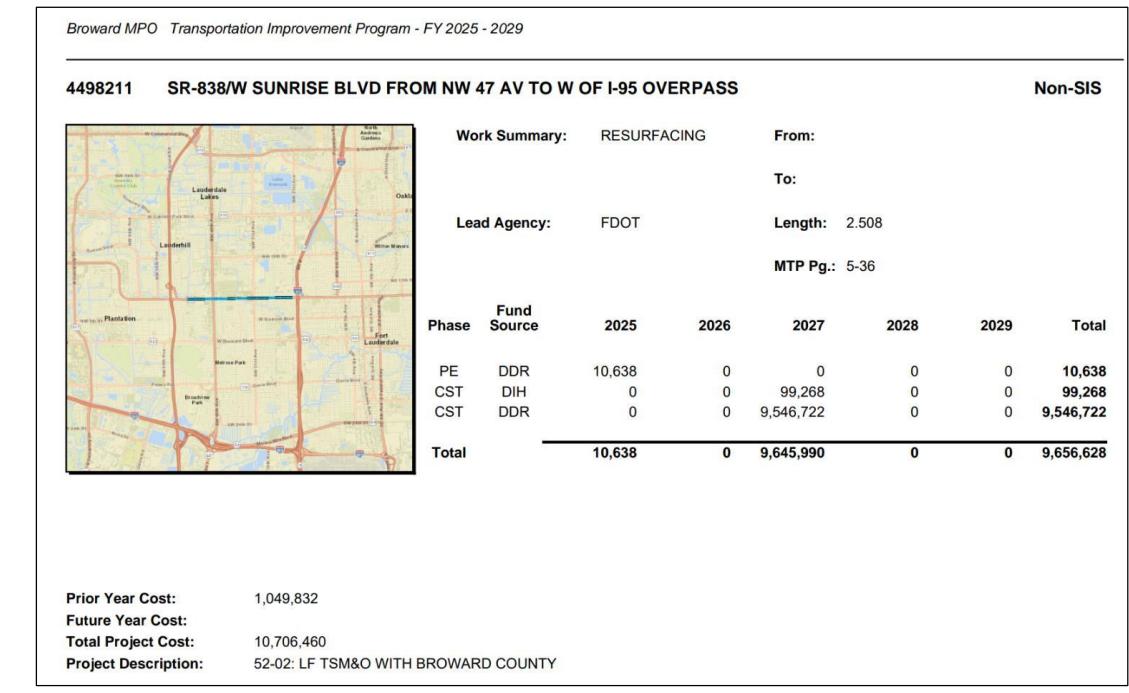
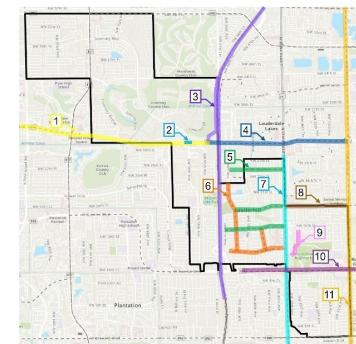
Lauderhill TMP: Planned Improvements / Studies

	Roadway	Ownership	Improvement / Study	Status
9	NW 38 Av	City	Access to Central Regional Park (Broward MAP / Surtax)	Design – FY 2027

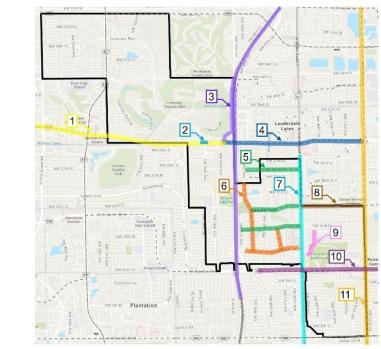


Lauderhill TMP: Planned Improvements / Studies

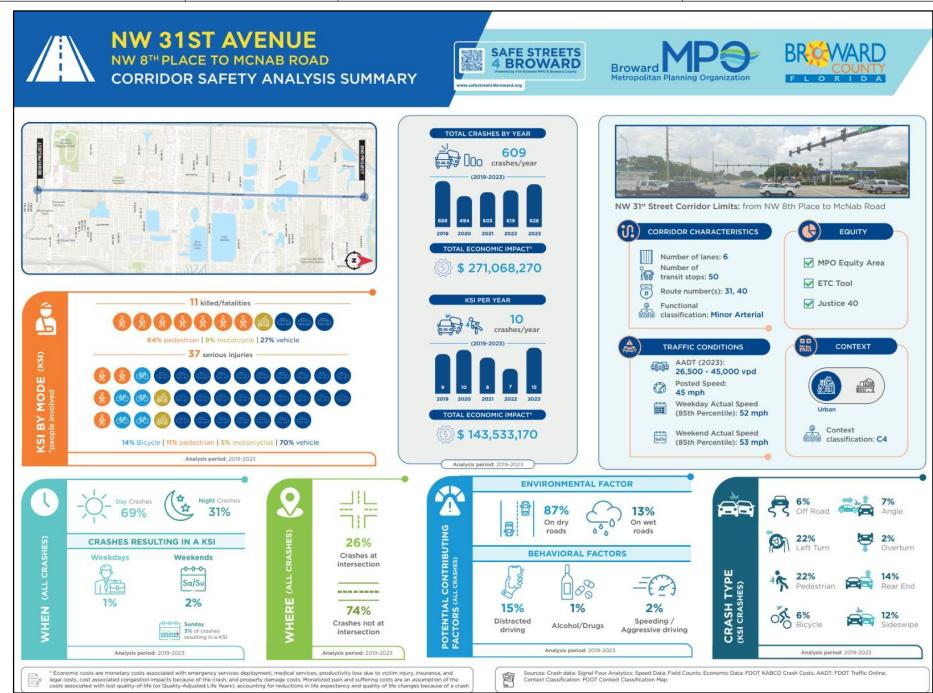
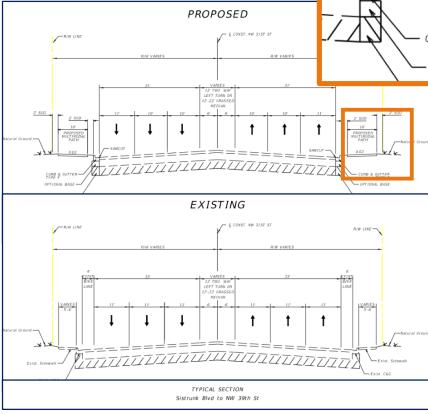
	Roadway	Ownership	Improvement / Study	Status
10	Sunrise Blvd (NW 49 Av eastward)	FDOT	RRR	Construction - 2027



Lauderhill TMP: Planned Improvements / Studies



	Roadway	Ownership	Improvement / Study	Status
11	NW 31 Av	County	Bike / Ped Improvements; Broward Safety Action Plan (Study)	Design - 2025 Study Underway



Lauderhill Transportation Master Plan

Staff Working Group Meeting #3
Citywide Existing Conditions



January 29, 2025

BrowardMPO.org

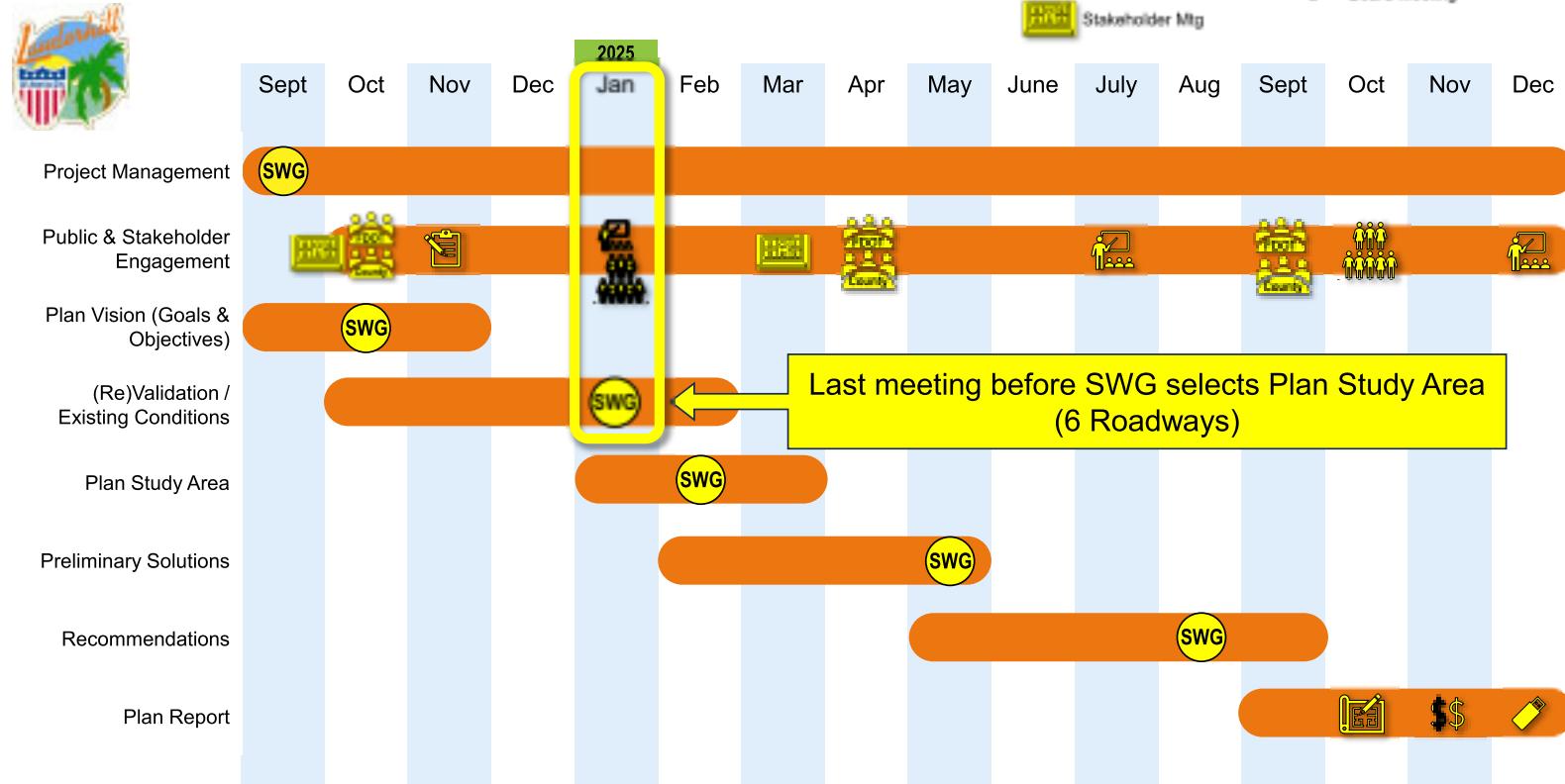
Agenda

1. Lauderhill TMP: Schedule
2. Public Engagement Results
 - SurveyMonkey (Complete)
 - Community Meetings (In Progress)
3. Citywide High Level Existing Conditions: Overview and Highlights
4. Summary of feedback from Stakeholder Meetings
5. Next Steps

Meeting Goals:

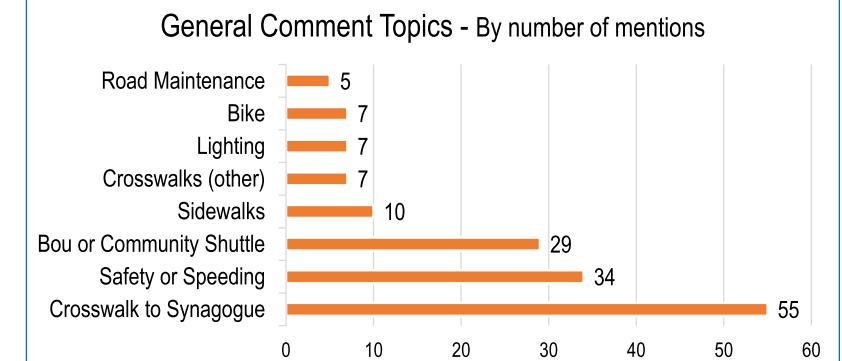
- ✓ Discuss public and stakeholder feedback
- ✓ Present and receive feedback on citywide high-level transportation conditions

Lauderhill TMP: Schedule

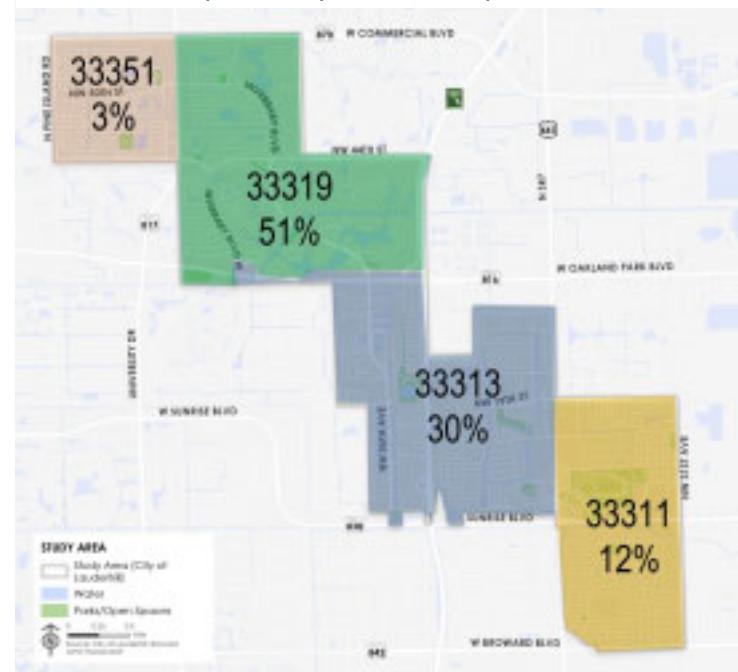


Lauderhill TMP: Survey Monkey

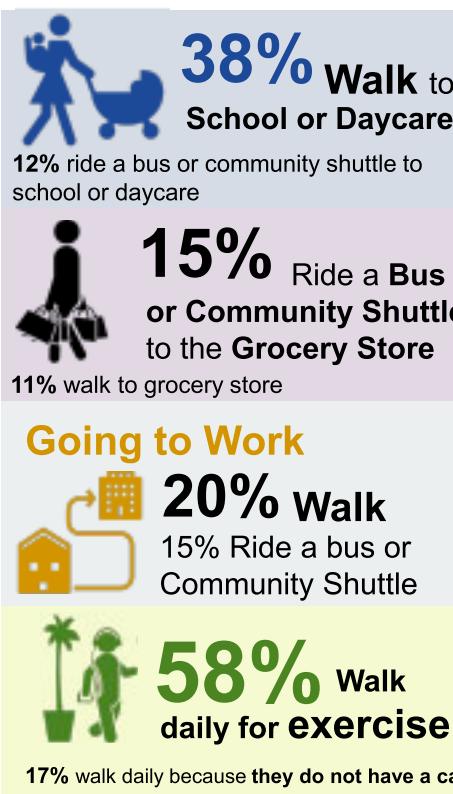
- From 10/15/2024 to 1/15/2025
 - Original deadline of 12/15/2024 was extended one month
- Ten questions
 - Q1 and Q2 were informational
 - Q3, Q4, and Q5 gauged current travel behaviors
 - Q6, Q7, Q8, and Q9 ranked concerns and priorities
 - Q10 was general comment
- 324 Responses
- 133 General Comments



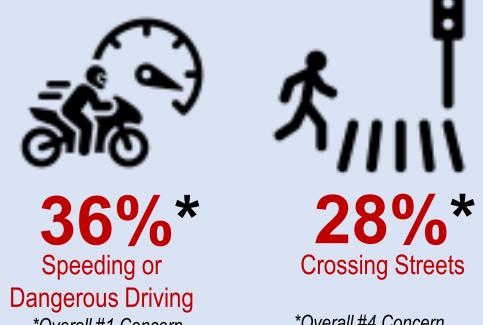
Map of Respondent's Zip Codes



Lauderhill TMP: SurveyMonkey – Highlights



#1 Concerns



Only 11% ranked **Traffic Congestion** as #1 concern (overall #2 concern)



33%
Ride a bike at least twice a month



Priority Destinations to walk or bike

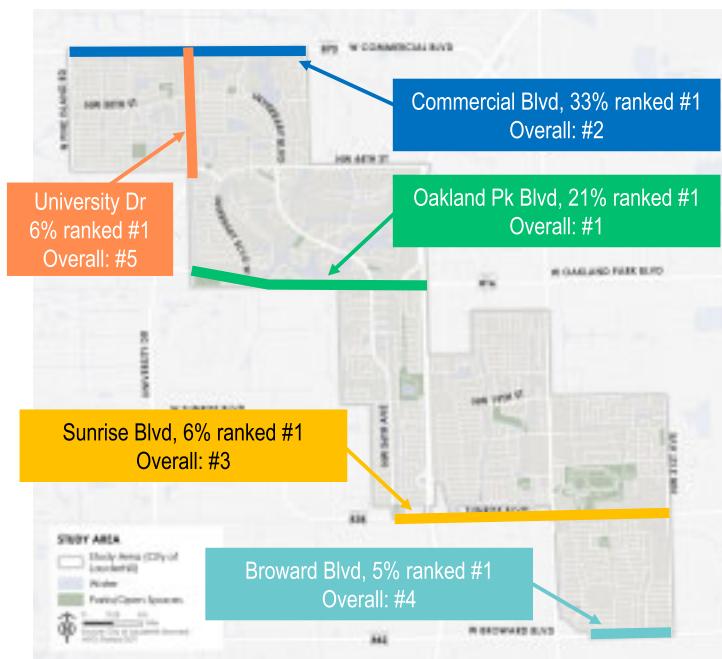
#1 Parks or Libraries

#2 Synagogue or Church

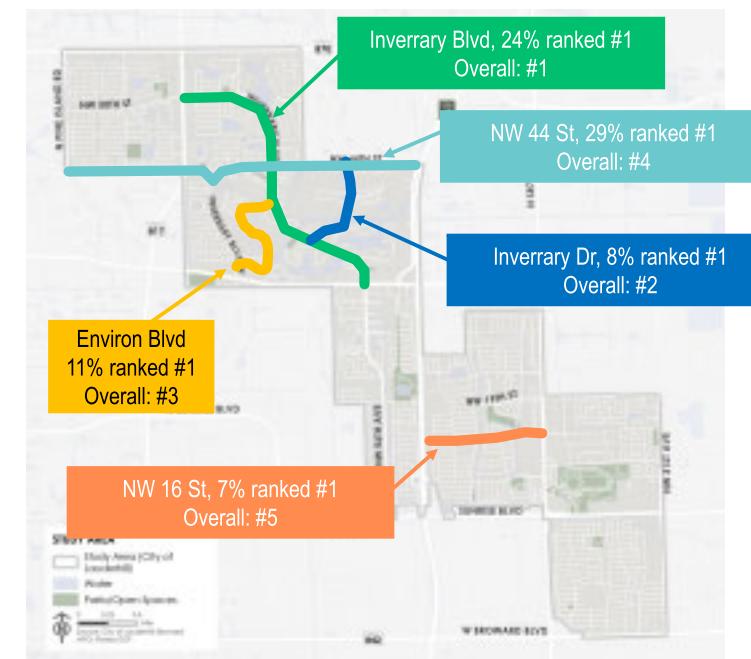


Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

Regional Roadways Prioritized for Walkability



Local Roadways Prioritized for Walkability



Lauderhill TMP: Public Engagement – Community Meetings



Lauderhill TMP: Citywide Existing Conditions

- Demographics**
 - Demographics that inform transportation usage / needs
 - Special Populations
 - Existing and Future Land Use Maps
 - Map of Destinations
 - Updated map of programmed studies and projects
 - Replica data – travel trends
- Roadways**
 - Roadway network by roadway designation
 - Posted Speed Limits
 - Speed Studies
 - School Zone Speed Studies
 - Traffic Volumes
 - Context Classification (FDOT)
 - Traffic / Intersection Control devices
 - Traffic Calming
- Biking in Lauderhill**
 - Network
 - Level of Traffic Stress map series
 - Comfortable Bike Access map series
 - Biking in Lauderhill observations
- Walking in Lauderhill**
 - Network
 - Level of Traffic Stress map series
 - Comfortable Walk Access map series
 - Walking in Lauderhill observations
- Transit in Lauderhill**
 - Network
 - Community Shuttle Map
 - PREMO Map
- Safety Trends**
 - Crashes Map
 - Injury Crash Trends series
 - Crashes involving people walking and Biking
 - Ped & Bike Injury Crash Trends
- Conclusions**
 - High Stress Roads and Intersections
 - Lack of Citywide Walking and Biking Corridors
 - Challenging Transit Access
 - Neighborhood Gaps
 - Summary of Opportunities

Level of Traffic Stress (LTS): Introduction

LTS uses data to evaluate comfort for people walking or biking on a given street on a numeric scale from LTS 1 (Feels most comfortable) to LTS 4 (Feels least comfortable or is impassable by a wheeled mobility device)

- Methodology developed by the Florida Department of Transportation (FDOT) – 2023 Multimodal Quality / Level of Service

Data Analyzed for LTS

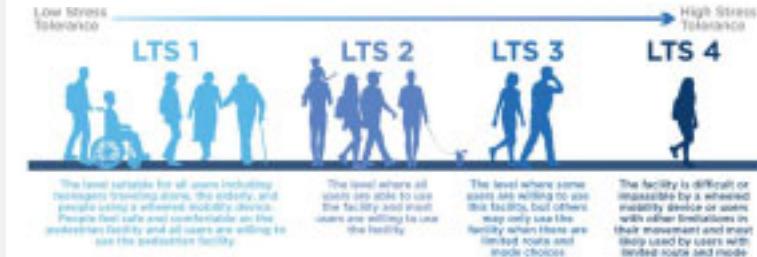
LTS does not include all conditions that may impact level of comfort such as: crossings, intersections, lack of shade, lack of street lighting, or actual speeds



Bike LTS

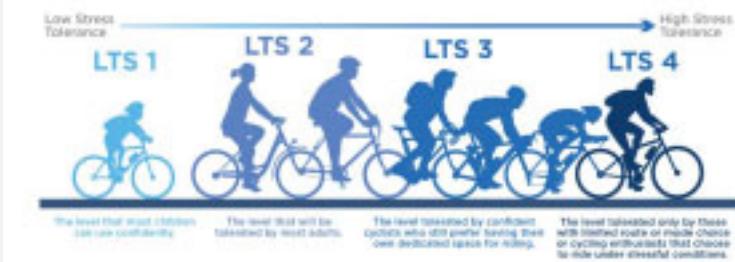


Pedestrian LTS

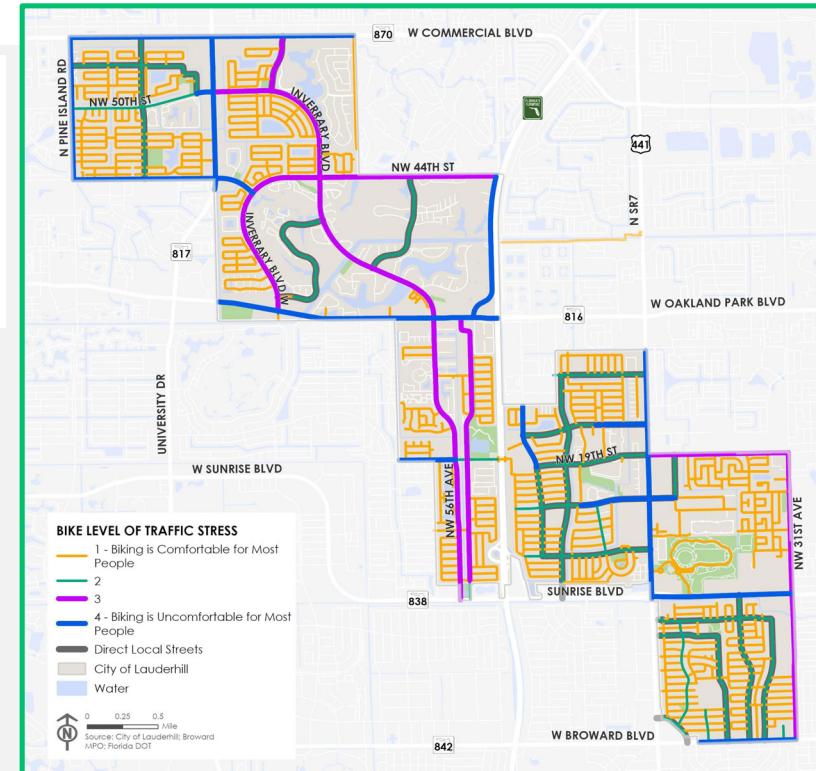


browardmpo.org

Level of Traffic Stress (LTS): Bike LTS

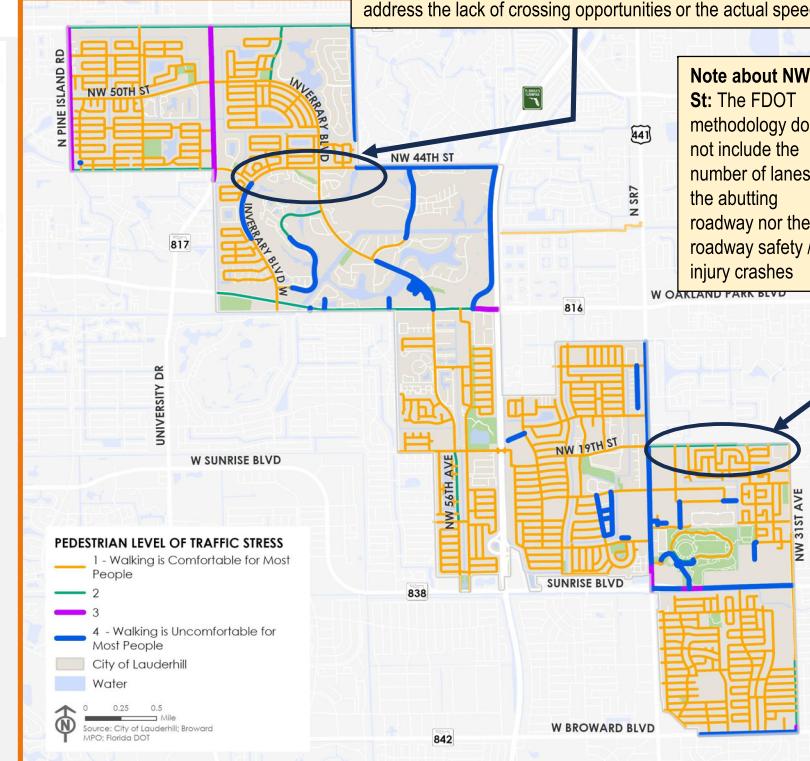
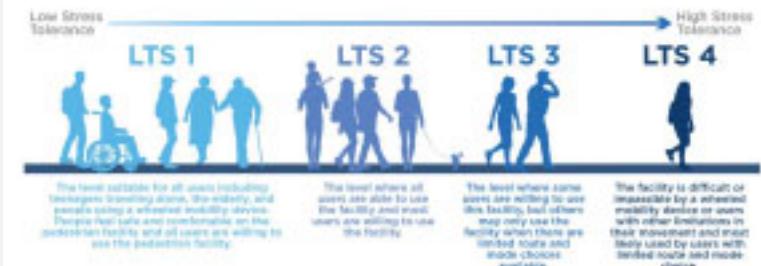


- Neighborhood serving streets (local streets with 25 MPH and no direct connections between major roadways) were assigned LTS 1.
- No other roadways were rated LTS 1
- Most major roadways have LTS 3 or 4 due to speeds, volumes, number of lanes, and type or absence of bike facility.



Level of Traffic Stress (LTS): Pedestrian LTS

Note about NW 44 St: The FDOT methodology results in this segment of NW 44 St to be rated LTS 1 (due to the landscaped buffer and sidewalk presence). The methodology does not address the lack of crossing opportunities or the actual speeds.

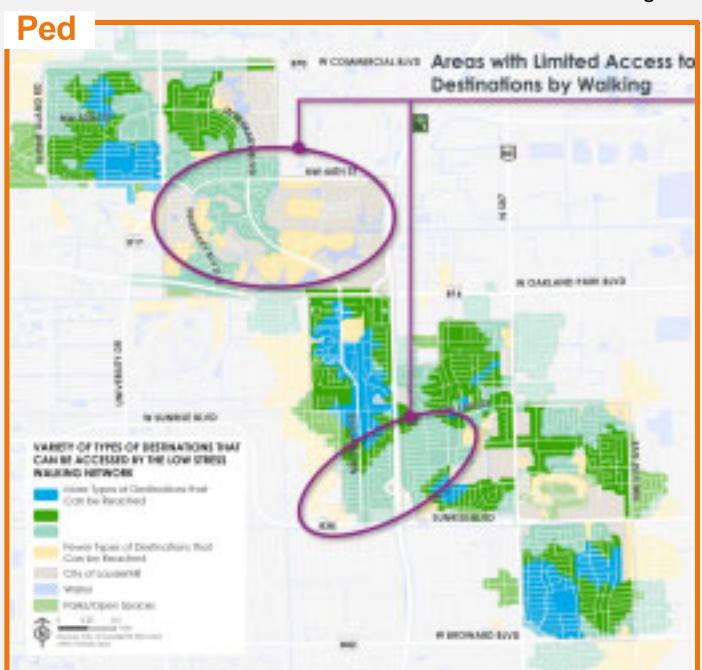
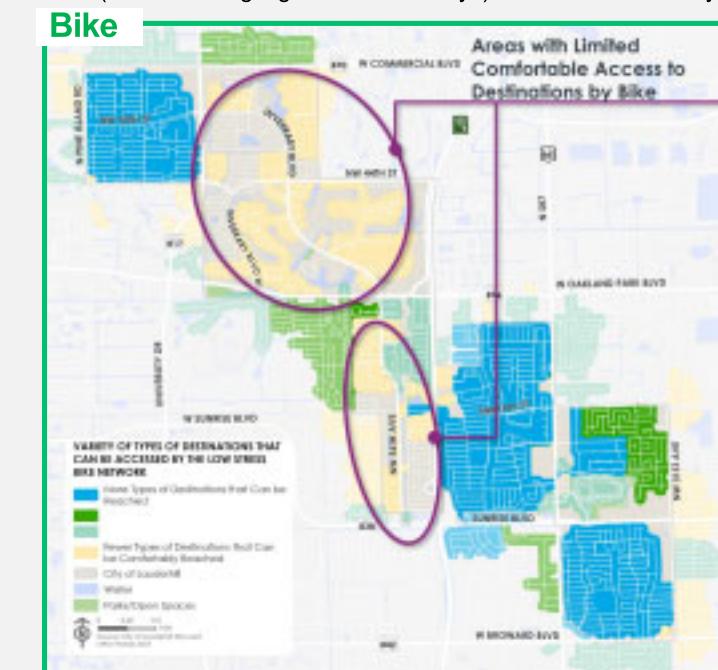


- Most local streets are LTS 1 as they have sidewalks
- Some local streets rank LTS 4 due to a lack of sidewalks
- Most collectors include sidewalks and buffers, resulting in LTS 1 or 2 rankings
- While most streets are rated LTS 1 or 2, actual comfort may be lower due to observed speeds or traffic volumes, or lack of shade or lighting.

Comfortable Bike or Ped Access

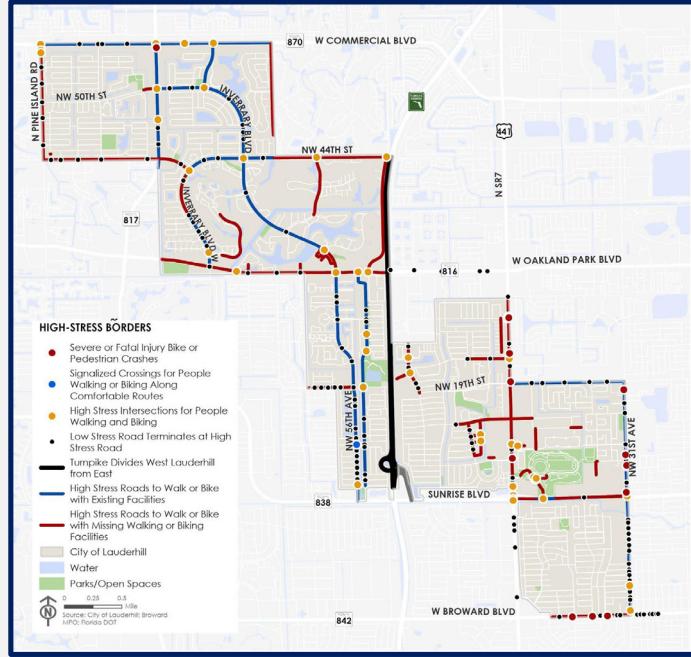
Comfortable Access refers to destinations that can be reached within a 15-minute walk or bike ride along low-stress (**LTS 1 or 2**) routes. Destinations include goods and services, schools, social and recreational facilities, and transit.

Some neighborhoods may have comfortable access within the neighborhood itself, but there is no comfortable access to destinations outside of the neighborhood (due bordering high stress roadways). Portions of Inverrary and Central Lauderhill have limited comfortable access in the neighborhoods.

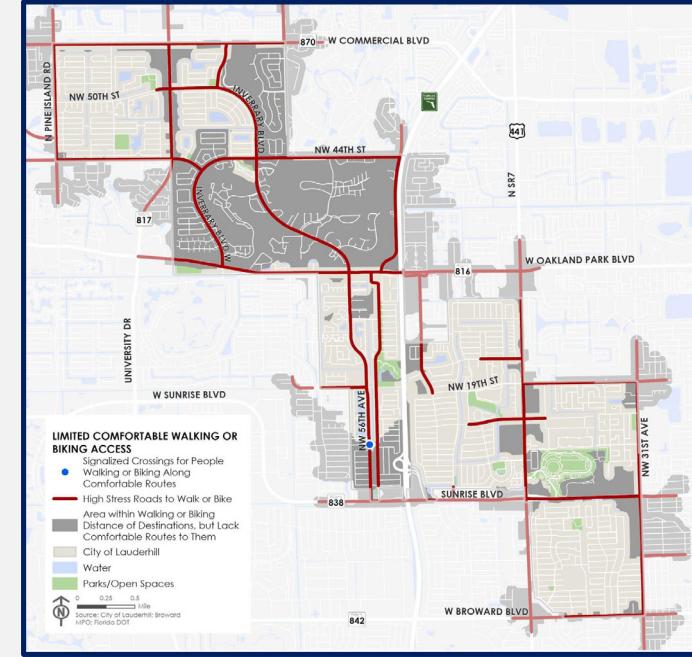


High Stress Roads: LTS 3 or 4

High Stress Roads with Intersections noted. Roadways color coded by existence of bike / ped facilities

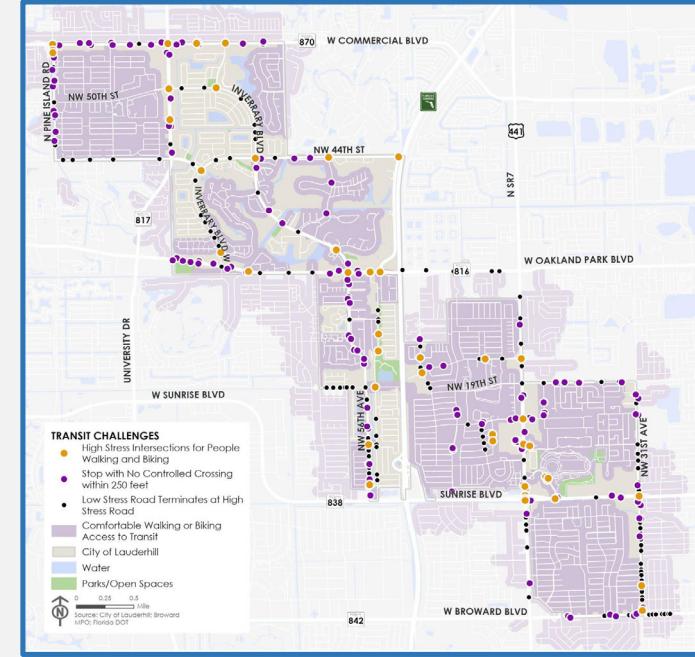


High Stress Roads with impact to comfortable bike / ped access noted. Crossing High Stress roads is considered to not be comfortable access.

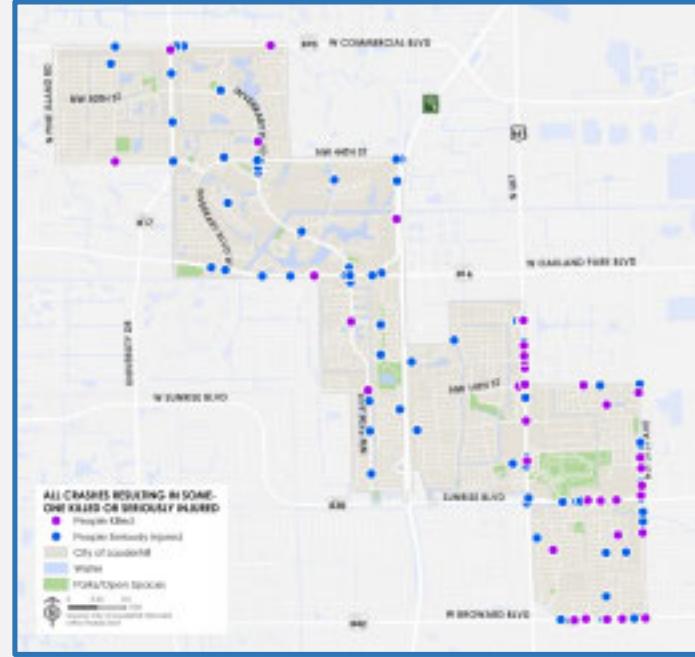


Beyond LTS.....

Limited crossing opportunities, with Transit Stops noted. Many Transit Stop are further than 250 feet to a signalized crossing.



Locations of KSI crashes noted. Crashes are not part of the LTS methodology. Speed is a significant factor to crash severity.



Summary of Challenges & Opportunities

Additional challenges and opportunities are anticipated to be identified for Plan Study Area roadways.

Identified Challenge	Opportunities to Explore
High-Stress Borders and Limited Connectivity	Identify new crossing opportunities across major barriers, including bridges and underpasses Consider treatments to improve signalized crossings for people on foot and bike
Lack of Citywide Walking and Biking Corridors	Close sidewalk gaps Identify key routes for walking and biking and recommend comfortable facilities for people of All Ages and Abilities Consider lighting improvements on key walking and biking routes
Cut Through Traffic and Speeding	Identify traffic calming features and recommendations for where to install them Consider modal filters that prevent vehicle cut through but allow other modes and emergency vehicles Evaluate opportunities for lane repurposing
Limited Crossing Opportunities	Identify potential locations for mid-block crossings Identify locations for push button elimination / pedestrian recall
Transit Access Challenges	Identify locations for controlled crossings near transit stops Consider stop consolidation Identify transit stop upgrades
Neighborhoods with Limited Walking and Biking Access	Identify key locations for enhanced crossings to connect people to destinations
Safety for All Modes	Identify opportunities for updating lighting Evaluate specific corridors for common crash types and identify potential countermeasures

Lauderhill TMP: Summary of Feedback from October 2024 Stakeholder Meetings

Broward County feedback:

- BRT project on Oakland Park Blvd:** The design is delayed as the County and State have not agreed on a Traffic Analysis Methodology. County Staff shared a copy of the Methodology.
- Rock Island Road realignment (Turnpike interchange project):** County advised they would provide comments to FDOT for multimodal facilities during project design phase (2029).
- Revalidation - McMahon Recommendations review:** County Staff were unaware of the McMahon Recommendations.
 - Highway Construction and Engineering Div Staff did not identify any fatal flaws.
 - Broward MAP's Low Stress Multimodal Plan identifies several potential projects similar to the McMahon recommendations, including improvements to NW 44 St and new pedestrian bridge at NW 44 St / Middle River.

FDOT feedback:

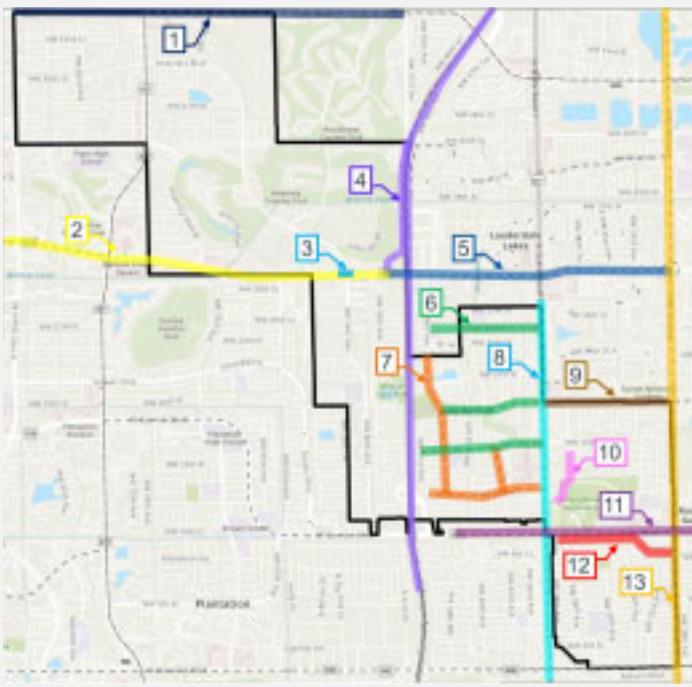
- Staff confirmed status for all FDOT projects. (Since the meeting, BMPO staff has contacted the FDOT project PMs to advise about the Lauderhill TMP and opportunities to provide comments to the FDOT projects.)
- Turnpike** representatives provided a copy of the Final Preliminary Engineering Report for the Turnpike widening project. The report shows the pedestrian bridge at NW 19th St will be replaced, though the ramps are noted to remain.
- Revalidation - McMahon Recommendations review:** FDOT Staff were unaware of the McMahon Recommendations.
 - Turnpike staff were not opposed to the concepts of a new pedestrian bridge at NW 44 St or the replacement of the NW 19 St Pedestrian bridge with roadway bridge, but advised they would need more details in order to evaluate. They also indicated the City would need to fund the bridges.
 - FDOT staff indicated they could support the proposed pedestrian bridge on Sunrise Blvd, adjacent to NE 38 Av (note – this should not be considered approval or agreement for FDOT to fund).
 - FDOT staff provided written comments on the McMahon Recommendations – no fatal flaws.

Broward Schools feedback:

- The meeting was primarily an informational session.
- We shared information about the known projects adjacent to BCPS schools.
- We also shared photos and concerns about the conditions of the Shared Use Path behind STEM 6-12 school.

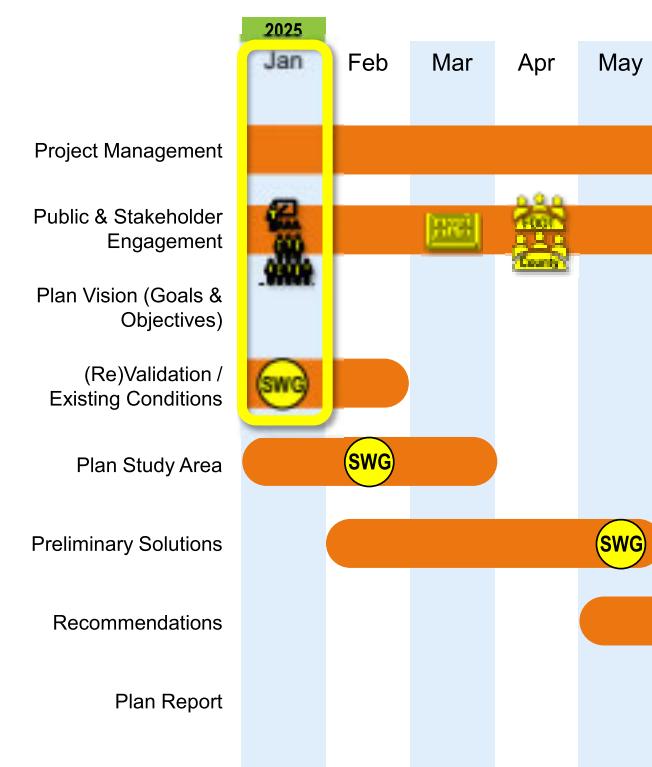
Lauderhill TMP: Known Studies & Projects - Updated after Stakeholder Meetings

Below map and table reflect updated information on FDOT / Broward County projects. "New" projects added to the table are the #1 Commercial Blvd Traffic Signal and #12 Sunrise Blvd Canal Shared Use Path. RRR = Resurfacing, Restoration and Rehabilitation. BSAP = Broward Safety Action Plan.



	Roadway	Ownership	Improvement / Study	Status
1	Commercial Blvd	FDOT	441944-1 Traffic Signal Improvements	Const - Jan 2025
2	OP Blvd	County & FDOT	PREMO (BRT)	PD&E / Design Delayed
3	OP Blvd @ NW 56 Av	FDOT	Signalization improvements	Design - FY 2025 Const - FY 2028
4	Rock Island Rd & Turnpike	County & FDOT	Rock Island Rd realignment; New Turnpike interchange @ OP Blvd; Turnpike Widening	Design - FY 2029
5	OP Blvd (Rock Island Rd eastward)	FDOT	447675-1 RRR	Design until 4/2026 Const - Fall 2026
6	NW 16 St, NW 19 St, & NW 26 St	County & City	429576-7 Bike / Ped Improvements	Const - Sept 2024
7	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design - FY 2028
8	SR 7 / US 441	FDOT	448410-1 RRR; BSAP Study; PREMO BRT	Design on hold; Const - 2030 BSAP Concepts - Spring 2025 BRT - Planning
9	NW 19 St (441 to NW 31 Av)	County	BSAP Study	Concepts - Spring 2025
10	NW 38 Av	City	Access to Central Regional Park (Broward MAP / Surtax)	Design - FY 2027
11	Sunrise Blvd (NW 49 Av eastward)	FDOT	449821-1 RRR	Design until 2027 Const - 2027
12	Sunrise Blvd Canal	SFWMD	429576 Shared Use Path	Const - May 2025
13	NW 31 Av	County	Traffic calming / Ped improvements; BSAP Study	Design - 2025; BSAP Concepts - Feb 2025

Lauderhill TMP: Next Steps



MPO Next Steps

1. Compile & analyze comments from Community Meetings
2. Submit Goals and Objectives
3. Develop TMP Evaluation Framework
4. February SWG Meeting: Plan Study Area selection
5. Field Audits and Data Collection for Plan Study Area roadways
6. Identify Potential Solutions for Plan Study Area
7. Presentation to Broward County's Bicycle and Pedestrian Advisory Committee (**NOT** including Potential Solutions)
8. Meetings with FDOT & Broward County: Plan Study Area Existing Conditions &

City Staff Next Steps

1. Review Existing Conditions report and provide comments by February 12

Lauderhill Transportation Master Plan

Staff Working Group Meeting #4
Plan Study Area Selection



February 27, 2025

BrowardMPO.org

Agenda

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

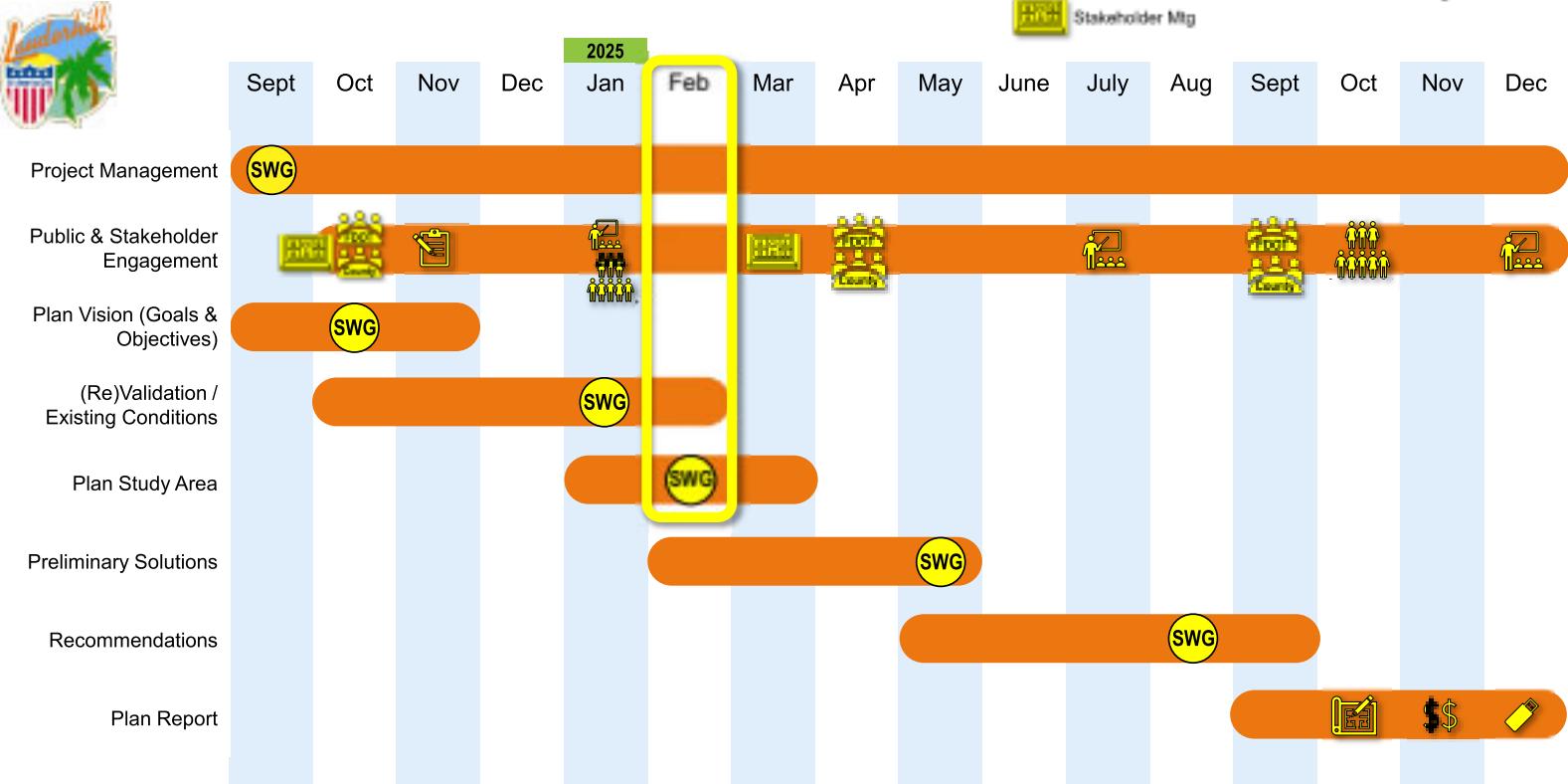
Meeting Goals:

- ✓ Select Plan Study Area roadways

Attachments:

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

Lauderhill TMP: Schedule



Lauderhill TMP: Plan Study Area Selection



Lauderhill TMP: Suggested Plan Study Area

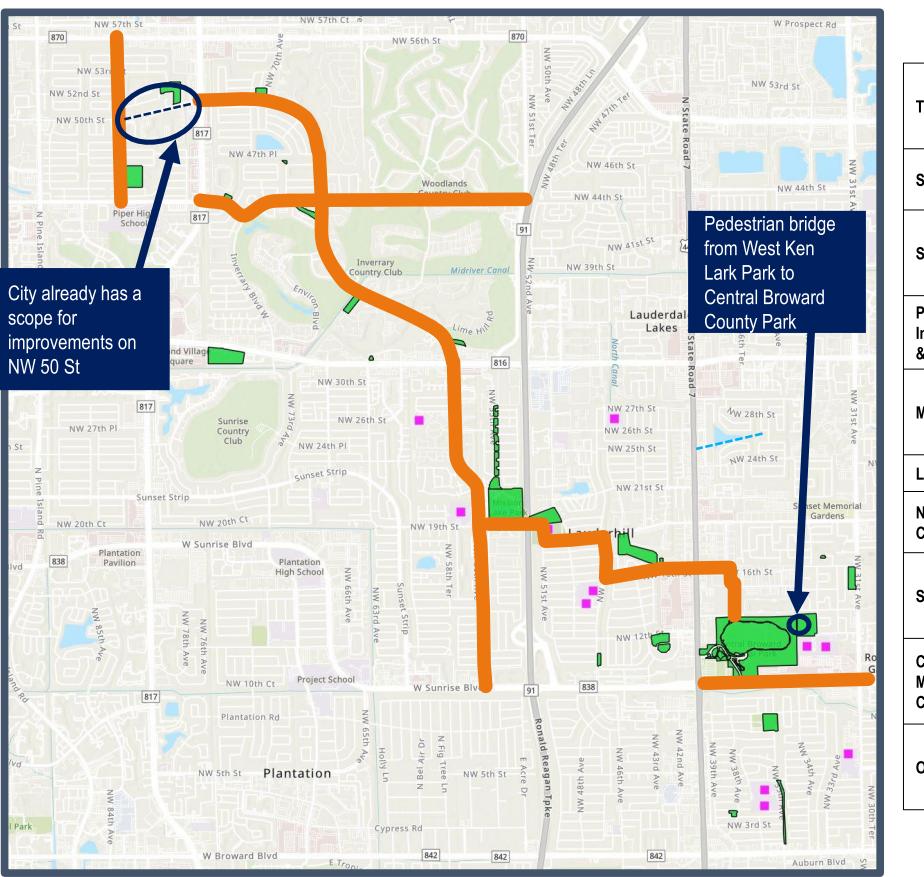
= Suggested Plan Study Area

The **Suggested** Plan Study Area is comprised of six roadways, primarily city-owned, that will improve roadway safety and citywide connectivity.

The **Suggested** Plan Study Area was identified based on data review and community engagement feedback, as well as the opportunity for improvements.

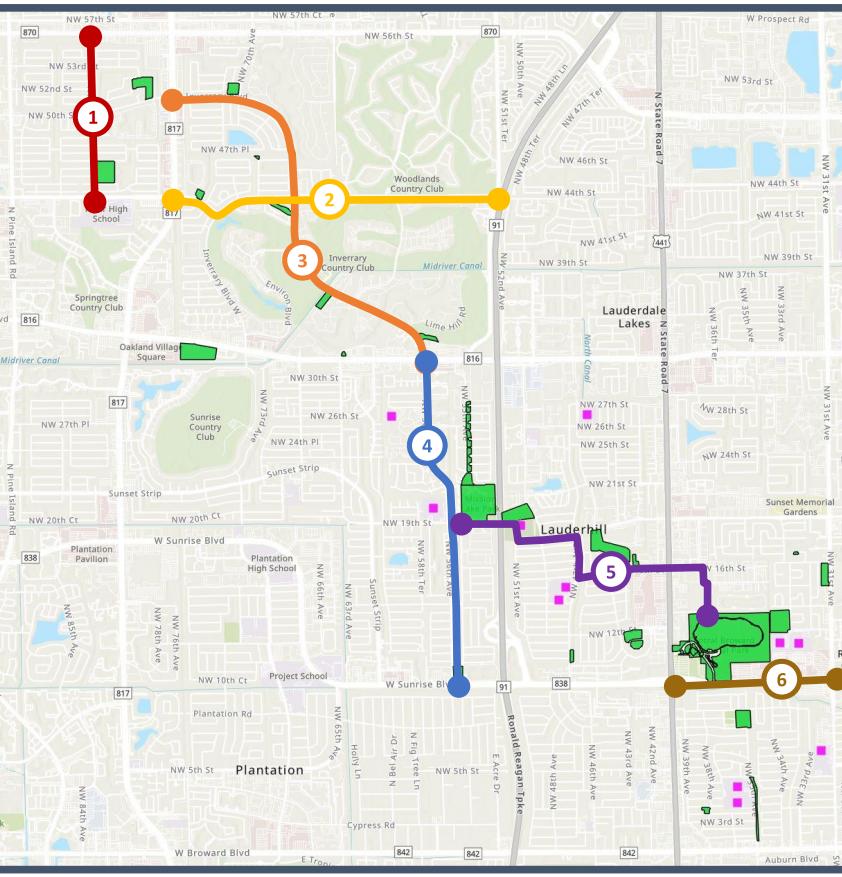
The **Suggested** Plan Study Area should not be considered "recommendations" as other roadways may be selected in consideration of city priorities or other conditions.

Destinations connected by the **Suggested** Plan Study Area :
Piper High School, Piper Field (City of Sunrise), Westwind Park, Veteran's Park, Jackie Gleason Park, Waterford Park, Ruth Rothkopf Park, Botanical Gardens, City Hall, Endeavour Primary Learning Center, Royal Palm Elementary School, South Gateway Park, John E Mullin Park, STEM 6-12 School (& Field), Paul Turner Elementary School, Lauderhill Mall, Central Broward County Park, Lauderhill Performing Arts Center, Lauderhill Central Park Library, Swap Shop, West Ken Lark Park, Larkdale Elementary PLUS access to BCT Routes 55, 2, 81, 19, and 36 and all Community Shuttle Routes.



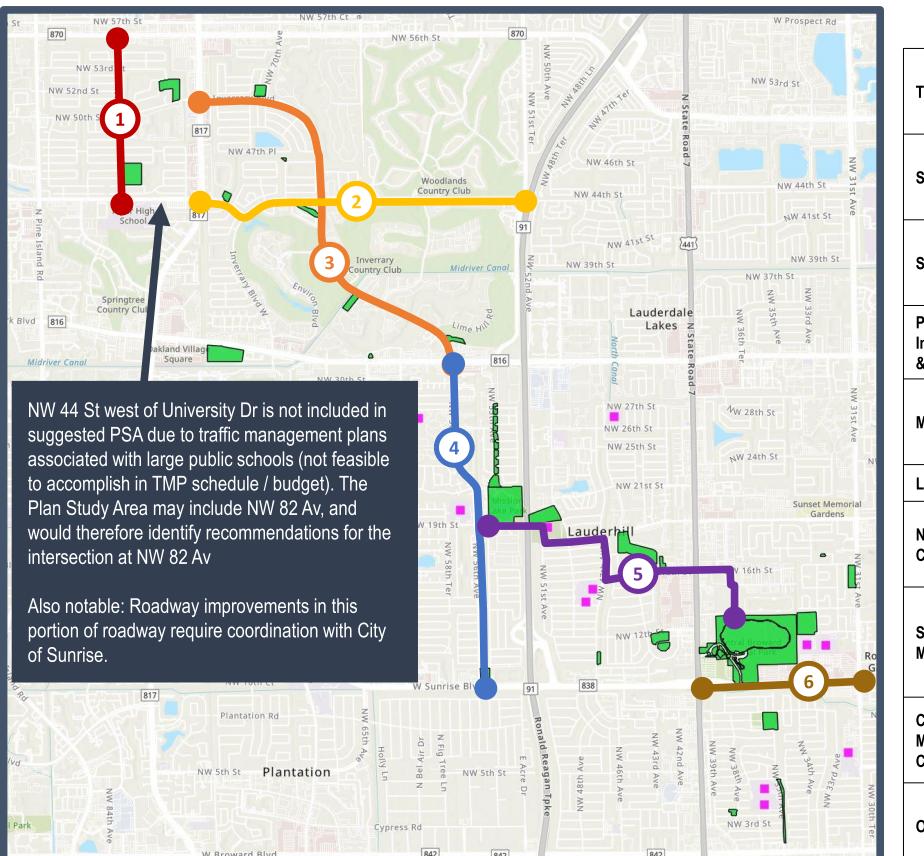
① NW 82 Av: Commercial Blvd to NW 44 St

TMP Vision	Walk to School (Piper HS); Wide ROW (accommodate Shared Use Path); Access to Park; Reduce barriers to cross roadways; Improve neighborhood roadway safety
Safety	3 KSI (1 on roadway, 2 at major intersections) Commercial Blvd & NW 44 St are both on BMPO's High Injury Network
Speeding	45 MPH at both NW 44 St and Commercial Blvd; School Speed Study @ NW 44 St: 29.5% violation during AM School Zone & 57.7% during PM school zone
Programmed Improvements & Studies	None
McMahon	Shared Use Path + Roundabout at NW 50 St. Did not address major intersections (Commercial Blvd and NW 44 St), traffic calming, or street lighting
LTS	Bike 2 / Ped 1
Notable Conditions	4-way stops; Speed humps; Unsignalized full access at Commercial Blvd; 1,000+ between controlled crossing opportunities
Survey Monkey	#1 Destination: Parks (direct access to Westwind Park, indirect access to City of Sunrise Piper Park) (For major roads to be improved for walkability: Commercial Blvd ranked #2)
Community Meeting Comments	Cut through from Commercial Blvd to NW 44 St; Dark / Better street lighting; Safety at intersections Commercial Blvd (want signal) and NW 44 St (want left turn signal); Cars not stopping at 4-way stops
Other	City-owned Roadway (State and County Owned intersections); Opportunity to identify standard improvements for a typical "neighborhood roadway"; identify ADA improvements



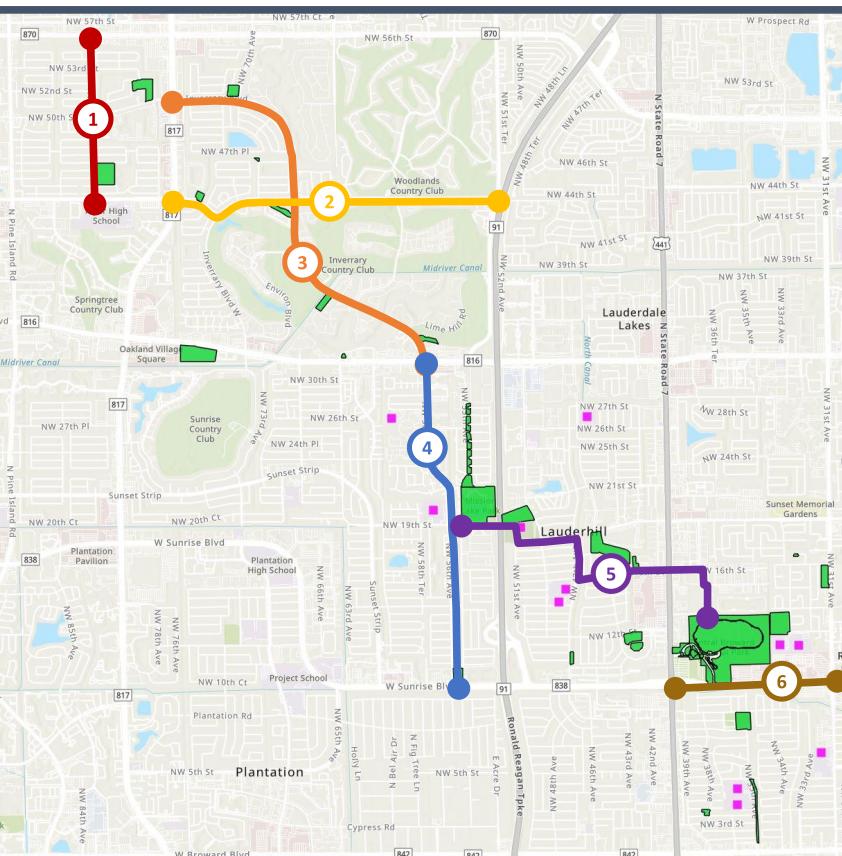
② NW 44 St: University Dr to Rock Island Rd

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 Inverrary Blvd; Sidewalk gaps on north side east of Inverrary 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



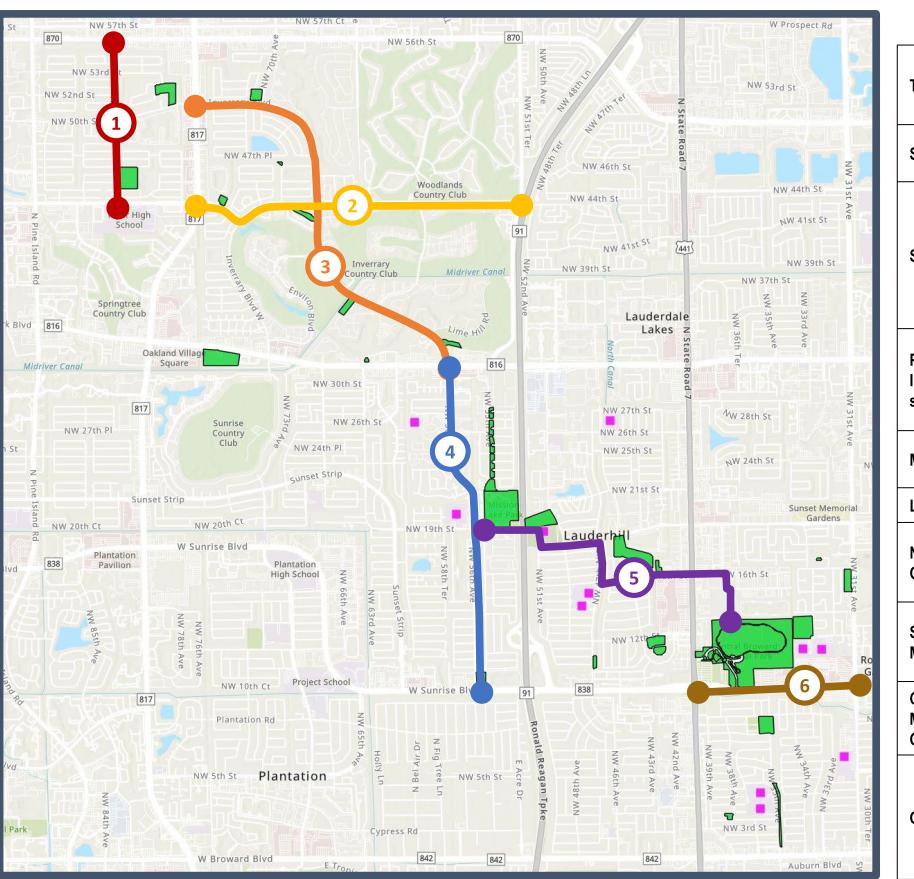
③ Inverrary Blvd: University Dr to Oakland Park Blvd

TMP Vision	55+ communities; Safety for all ages; Walk-to-school (observed BCPS Bus Stops); Recreational and Essential Destinations (4 Parks, Synagogues, City Hall, & Grocery Stores); BCT & Community Shuttle; Links to multiple parks
Safety	KSI (including ped & bicyclists) on roadway and at signalized intersections (except University Dr) Roadway on BMPO High Injury Network and High Risk Network
Speeding	30 MPH (45 MPH at Intersections for University Dr & Oakland Park Blvd) 1/2024 Speed Study @ 3200 Inverrary Blvd: 85% at 47 MPH and Max Speed 104 MPH
Programmed Improvements & Studies	Oakland Park Blvd: BCT – Bus Rapid Transit
McMahon	Improvements only identified for Major Intersections and Inverrary Dr. No corridor improvements including crossings, improved bike facilities, traffic calming, wayfinding, 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; Sidewalk gaps; 1/2 mile distance between signalized crossings, Marked crossing with no signalization
Survey Monkey	Priority Roadway for Walkability #1 (For major roads: University Dr ranked #5; Oakland Park Blvd ranked #1) #1 Destination = Parks; #2 Destination = Synagogues or Church #1 Concern: Speeding (or dangerous driving)
Community Meeting Comments	Sidewalks are tight or obstructed; Missing sidewalks; Safety at intersection with NW 44 St; Crossing roadway to access synagogue; Left turn signal for NW 70 St; Speeding;
Other	City-owned Roadway (State Owned intersections); Anticipated redevelopment of golf courses; Significant sidewalk gaps south of Inverrary Dr; Mature shade trees



4 NW 56 Av: Oakland Park Blvd to Sunrise Blvd

TMP Vision	Walk to school; Essential Destinations along Oakland Park Blvd; Social, Recreational, and Essential Destinations (South Gateway Park, City Hall, and Grocery Stores); BCT & Community Shuttle; Neighborhood connections; Reduce barriers to cross roadways
Safety	KSI (including ped & bicyclists) throughout roadway Roadway on BMPO High Injury Network
Speeding	30 MPH (45 MPH at Intersections for Oakland Park Blvd & Sunrise Blvd) 6/2024 School Speed Studies: (1) 1900 NW 56 Av: 60% of vehicles violated school speed zone (18% violation during school hours) (2) 2700 NW 56 Av: 28% of vehicles violated school speed zone (10% violation during school hours)
Programmed Improvements & Studies	Oakland Park Blvd: BCT – Bus Rapid Transit
McMahon	Improvements only identified for intersections at Oakland Park Blvd, NW 19 St, and Sunrise Blvd; No roadway improvements including speed management or mid-block crossings
LTS	Bike 3 / Ped 1
Notable Conditions	Painted bike lanes – drop at intersections; Bike Lanes may not be comfortable for all ages and abilities; Marked crossing with no signalization; two school speed zones; Only full-city north/ south route through central Lauderhill; Long distances between controlled crossings.
Survey Monkey	#1 Destination: Parks #1 Concern: Speeding (or dangerous driving) Prioritized Major roads: Oakland Park Blvd ranked #1, Sunrise Blvd ranked #3
Community Meeting Comments	Speeding; Dark / want more lighting; Intersection safety at Oakland Park Blvd and Sunrise Blvd
Other	City-owned Roadway (State Owned intersections); Southern continuation of Inverrary Blvd; Utilized as north / south cut through route



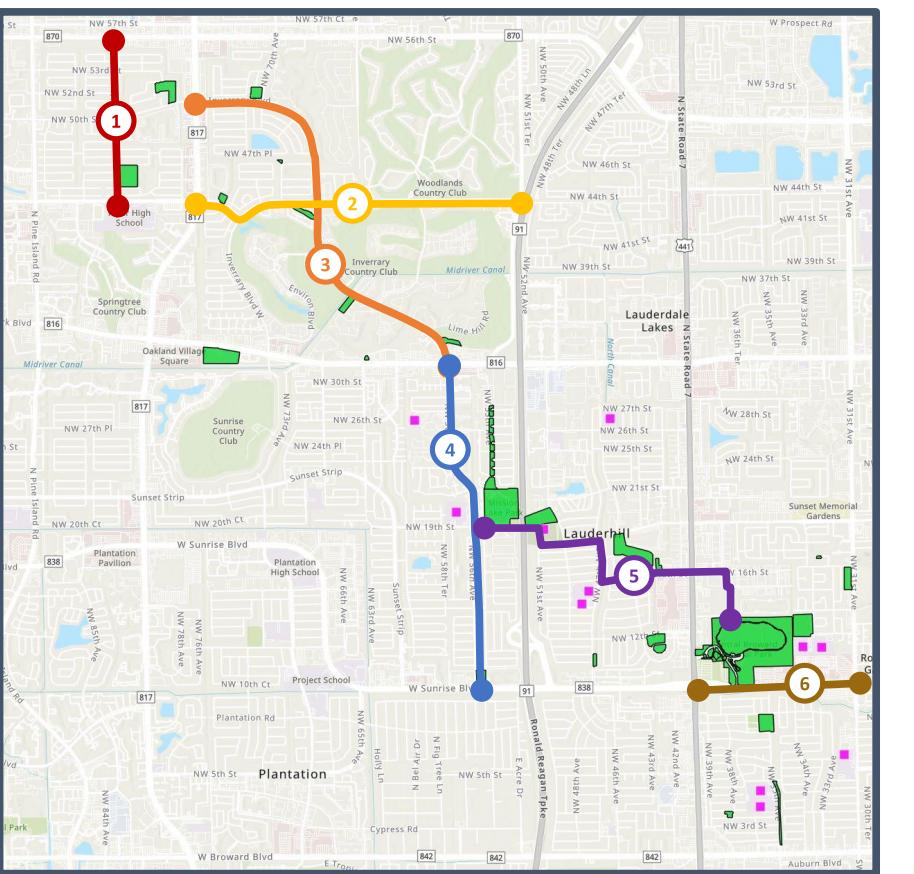
5 NW 19 St to County Regional Park

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 (18% violation during school hours) (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 (82) / 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. Potential to identify improved facilities to the pedestrian bridge. Broward County's Low Stress Mobility Master Plan identified pedestrian bridge as a low-stress ped/bike linkage.

This route reflects the NW 38 Av extension project (which would provide direct access to the County Regional Park).

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	Stated-owned Roadway : 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.



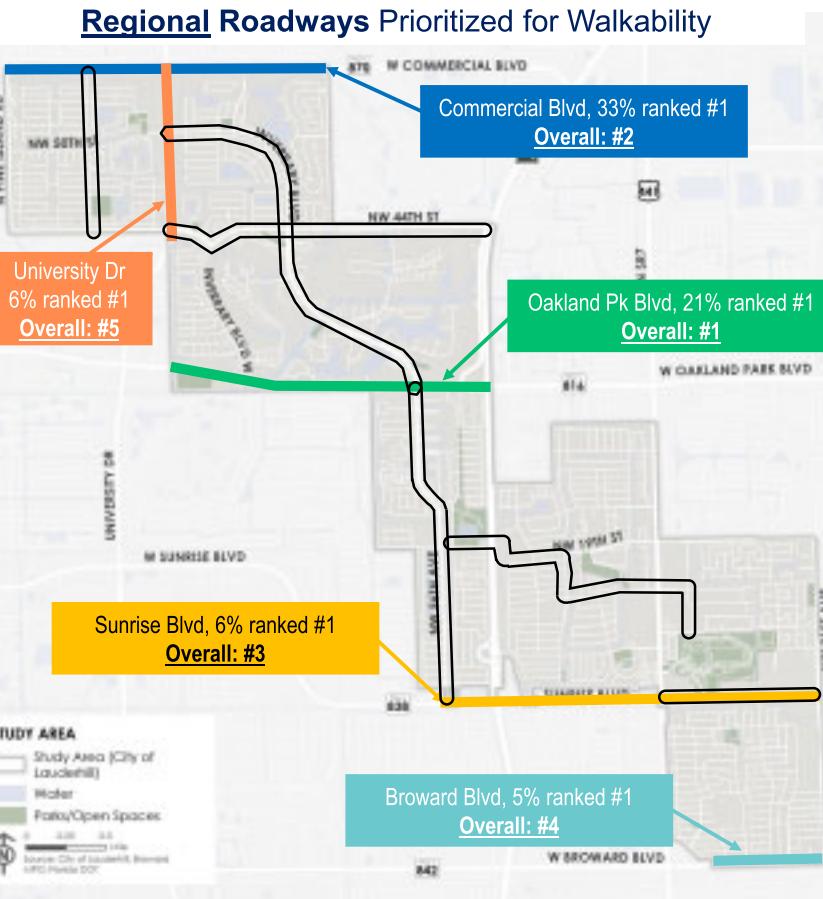
Lauderhill TMP: Suggested Plan Study Area + Survey Monkey Priority Roadways

Intersections on Commercial Blvd, University Dr, and Oakand 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.

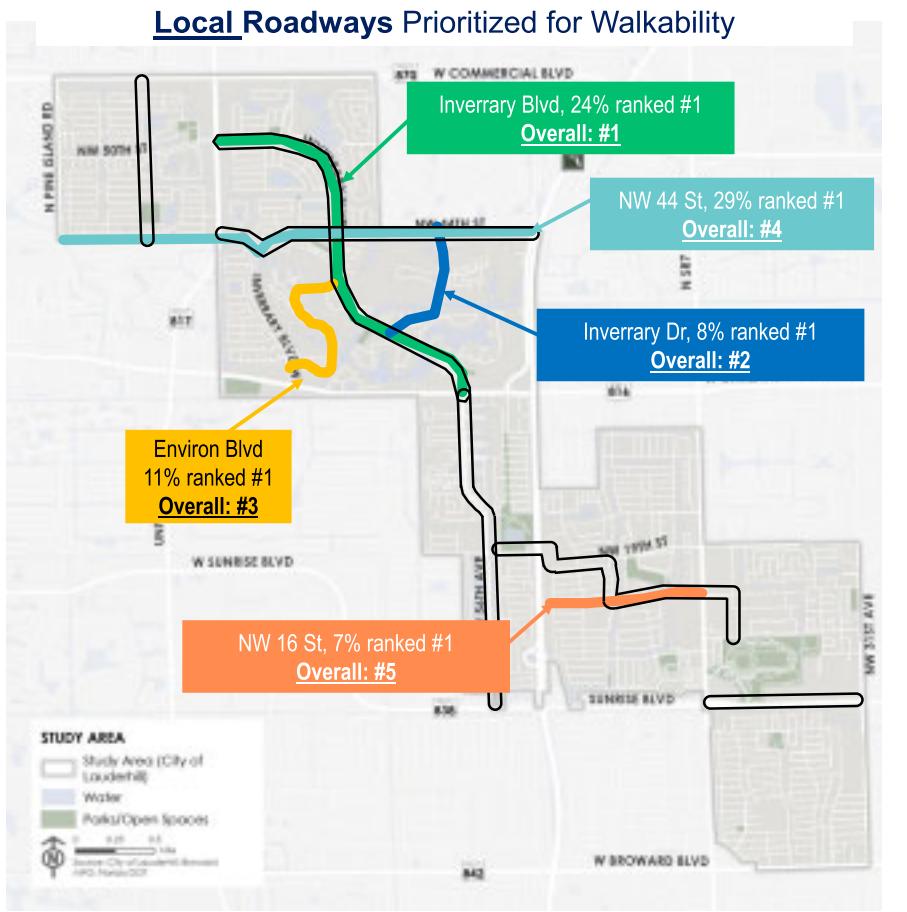
See "Notes on roadways not included in Suggested Plan Study Area" for further information.



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.

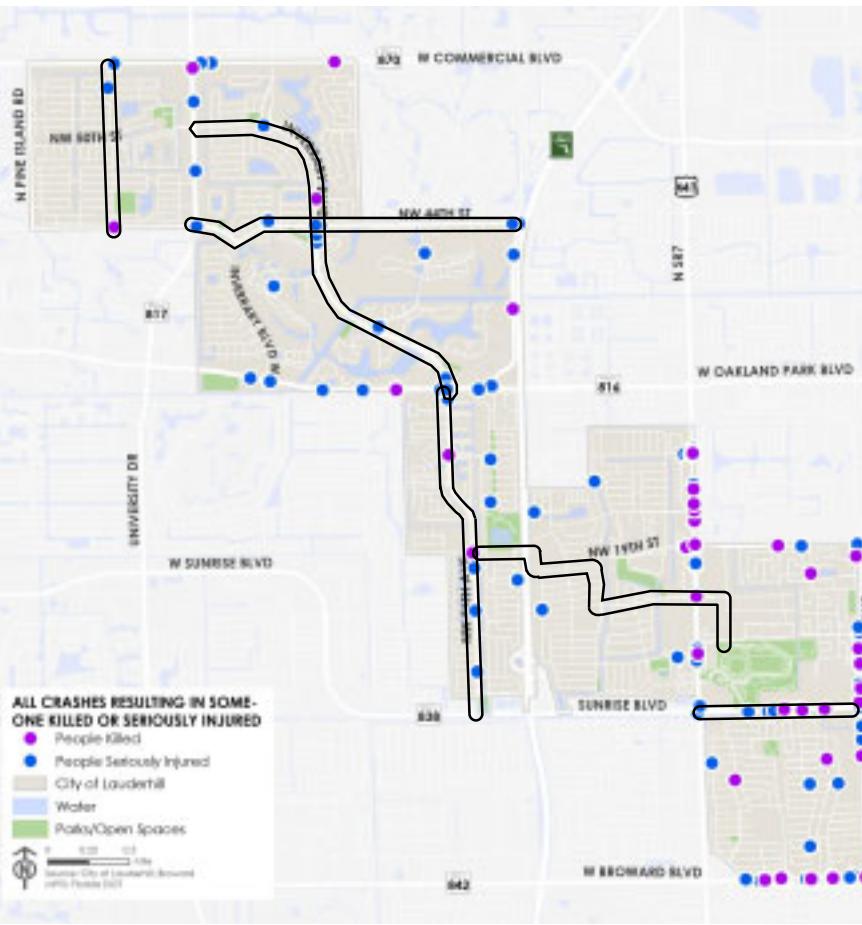
See "Notes on roadways not included in Suggested Plan Study Area" for further information on Environ Blvd and Inverrary Dr.



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.

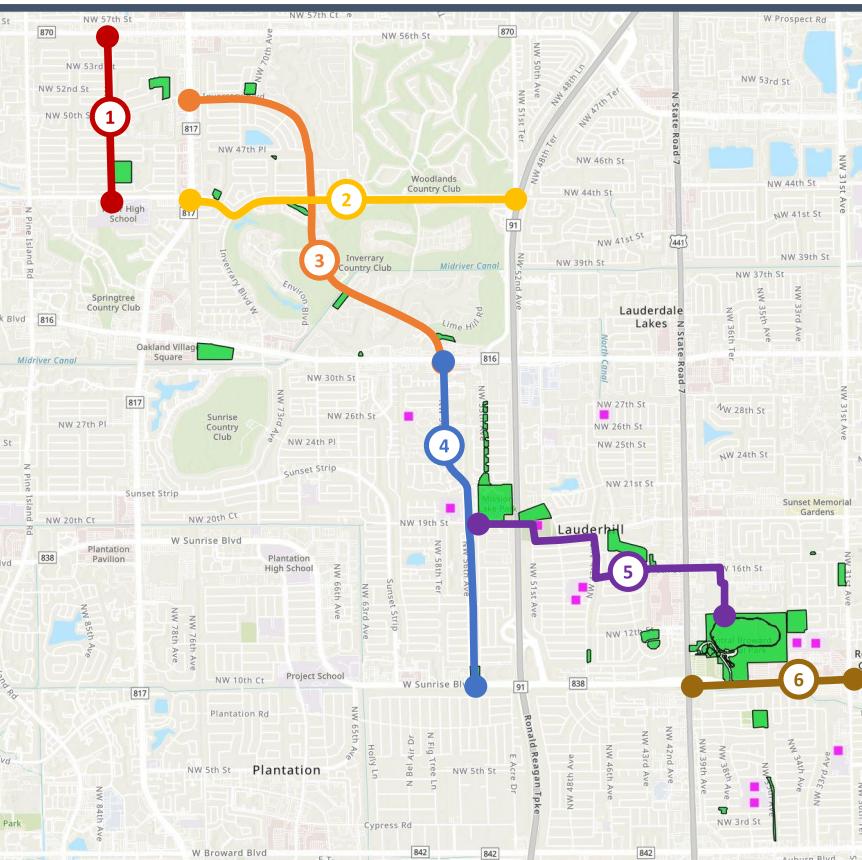


Notes on roadways not included in **Suggested** Plan Study Area

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. City may want to reconsider scope to add additional traffic calming at 4-way intersections and bike facilities
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

SWG Discussion



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 to 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

* 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.

Lauderhill Transportation Master Plan

Staff Working Group Meeting #5
Potential Solutions



May 15, 2025

BrowardMPO.org

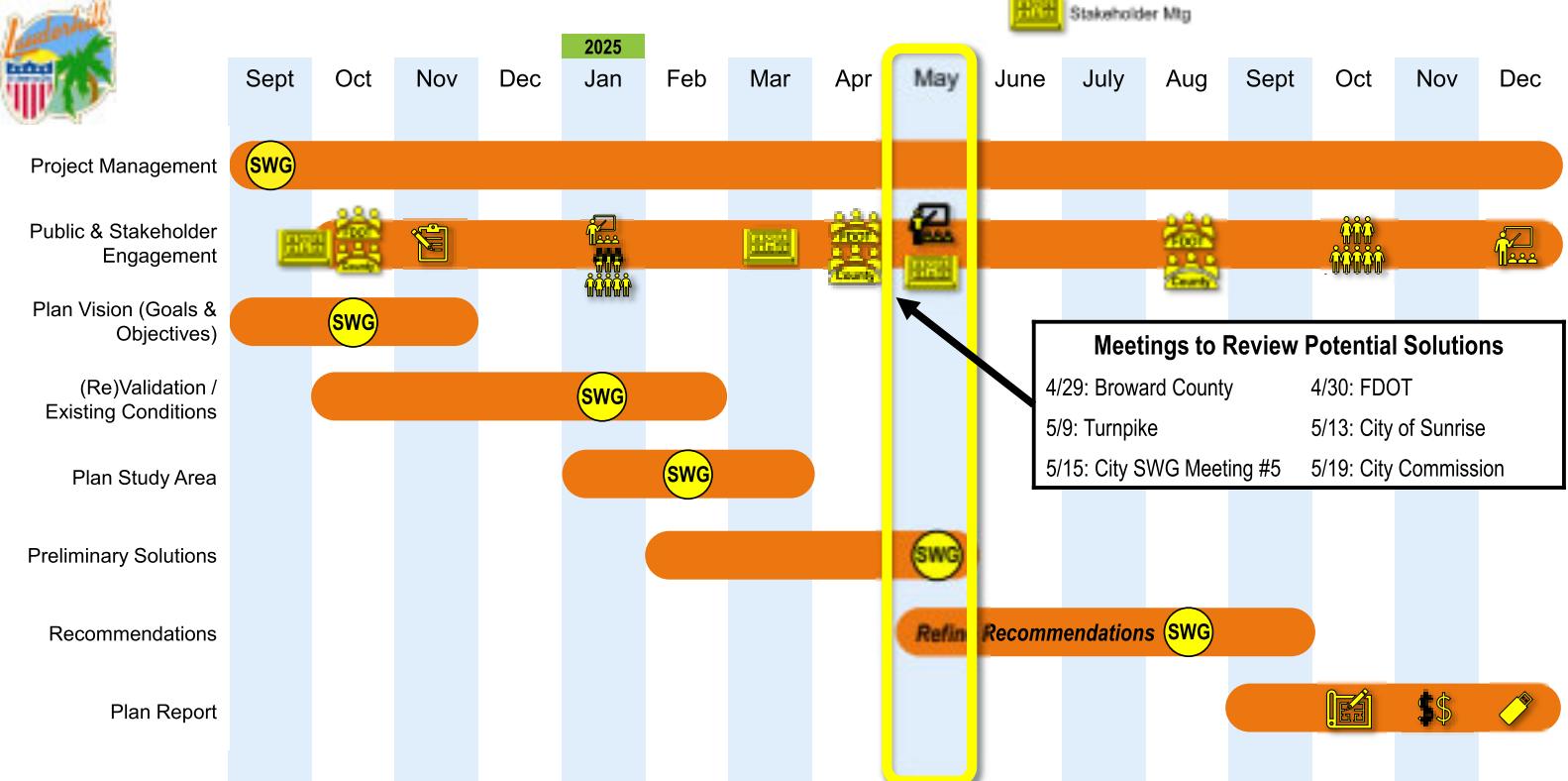
Agenda

1. Lauderhill TMP: Schedule
2. Review of Potential Solutions
3. Next Steps

Meeting Goals:

- ✓ Select Plan Study Area roadways

Lauderhill TMP: Schedule



Lauderhill TMP: Plan Study Area

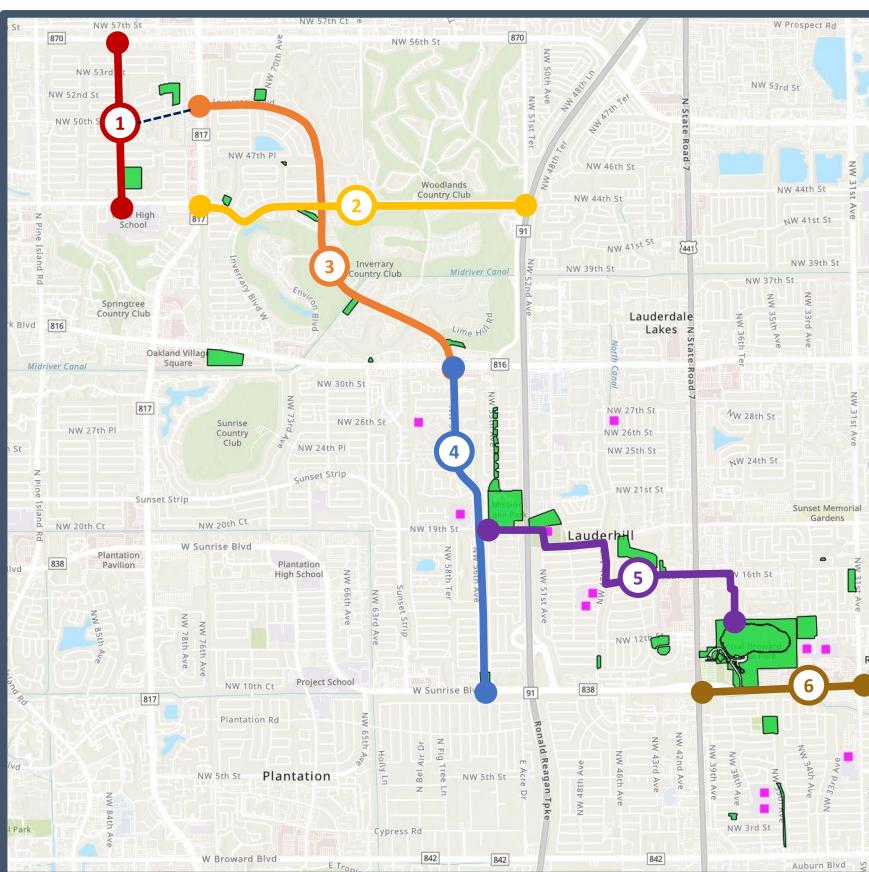
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates). The transportation projects will improve roadway safety and citywide connectivity, consistent with best practices and the TMP Vision.

The Plan Study Area was identified based on data review and community engagement feedback, as well as the opportunity for improvements.

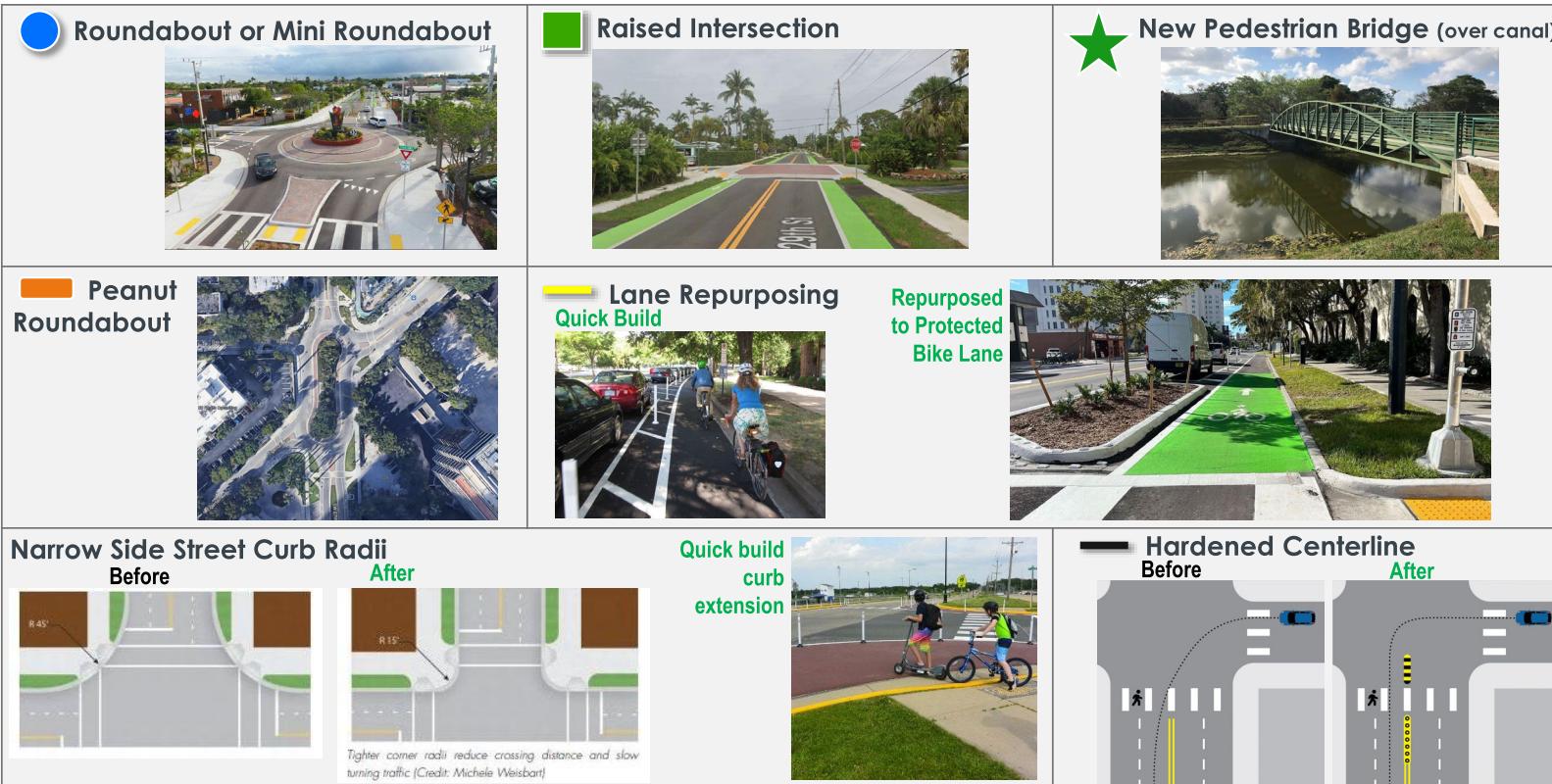
Numerous City parks, public schools, neighborhoods, and essential destinations will be connected, as well as BCT Routes 55, 2, 81, 19, and 36 and all Community Shuttle Routes

Plan Study Area Roadway

- 1 NW 82 Av: Commercial Blvd to NW 44 St
- 2 NW 44 St: University Dr to Rock Island Rd
- 3 Inverrary Blvd: University Dr to Oakland Park Blvd
- 4 NW 56 Av: Oakland Park Blvd to Sunrise Blvd
- 5 NW 19 St to County Regional Park
- 6 Sunrise Blvd: US 441 to NW 31 Av



Lauderhill TMP: Solutions Examples

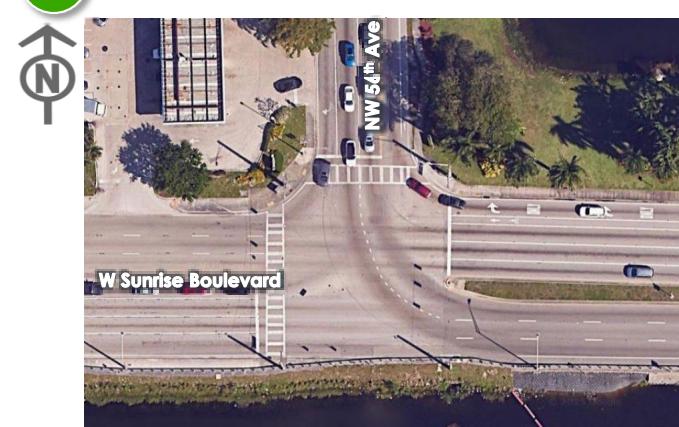


Lauderhill TMP: Solutions Examples



Lauderhill TMP: Boundary Intersections

Recommendations



High Visibility Crosswalk with Refuge



Curb Extension

Median Island



Bike Boxes



These recommendations apply to intersections where a corridor terminates or lies outside the jurisdiction of Lauderhill. They are general in nature and can be implemented in coordination with other jurisdictional partners to enhance connectivity into and out of Lauderhill, as needed. The intersections are University Dr, Rock Island Rd, Oakland Park Blvd, Sunrise Blvd, and US-441

Walking Improvements

- Restripe or stripe crosswalks and add at all legs of the intersection if possible
- Add leading pedestrian intervals
- Upgrade to directional curb ramps and tactical striping where missing
- Construct median refuge islands with median noses extended beyond the crosswalk

Biking Improvements

- Bike boxes or protected intersections can be added to help permit left-turn movements and increase comfort of people biking
- Add conflict paint

Addressing Turning Speeds

- Implement protected left turn signal phase
- Harden the centerline to guide people turning
- Add curb extensions / sharpen turn radii as space permits

Bike Boxes

NW 82 Av: Recommendations

Improve comfort and safety of neighborhood roadway / route to school



Construct Shared Use Path On East Side with Raised Side Street Crossings

Roundabout

All-way Stop Improvements

- Add conflict striping, curb extensions, and rebuild ramps to meet current design standards

Evaluate installing a signal

- Facilitates left turns
- Provides designated crossings; may also include median refuge island

Intersection Improvements

- Implement protected left turn signal phase
- Add curb extensions / tighten curb radii as space permits

NW 82 Av at NW 44 St



Walking Improvements

- Restripe or stripe crosswalks at all legs of the intersection
- Add leading pedestrian intervals
- Upgrade to directional curb ramps and tactical striping where missing
- Construct median refuge islands

Biking Improvements

- Add bend out and wider crosswalk on the eastern leg at the shared use path crossing as space permits
- Add warnings for people walking and biking
- Add conflict paint

Existing Conditions



Corridor Wide Strategies

Narrow Side Street Curb Radii with Curb Extensions

- Slows drivers
- Limits turning conflicts

NW 44 St: Recommendations

Redesign NW 44 St to reduce vehicle speeds to 25 MPH

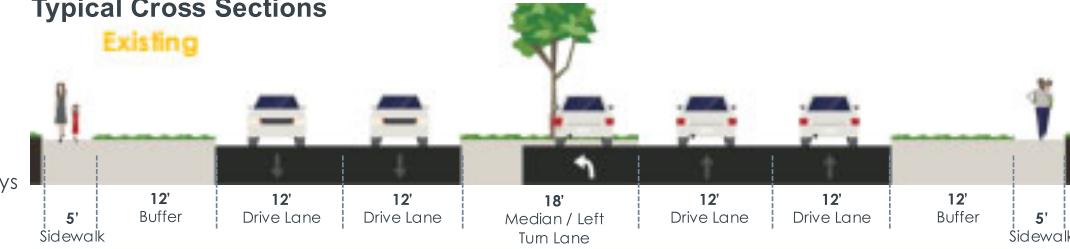


NW 44 St: Lane Repurposing of 4-Lane Segment

University Dr to Inverrary Blvd W

Typical Cross Sections

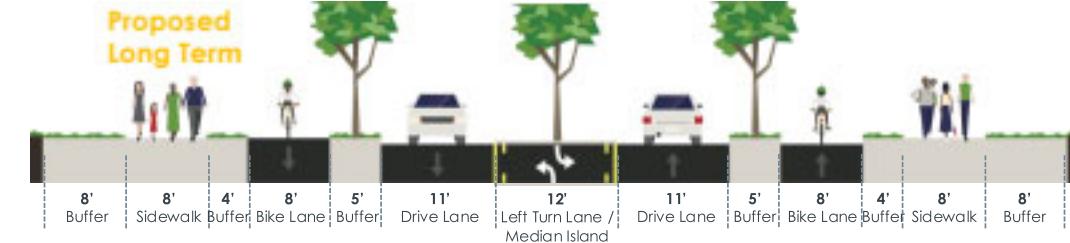
Existing



Quick Build Near Term



Proposed Long Term



Recommendations

Redesign to better match context and set design speed to 25 MPH

- 14,000 AADT and limited crossings or driveways indicates excess capacity

Near term condition:

- Quick build to allow users to experience changes and tweak design

Long term condition

- Provide high quality bike facilities and landscape opportunities
- Ensure fire / emergency access
- Combine with traffic calming treatments to eliminate turn lane and better facilitate turns like roundabouts, raised intersections, and raised crossings

Inverrary Blvd: Recommendations

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

Corridor Wide Strategies

Paint Conflict Markings at Intersections and Driveways

- Limits turning conflicts
- Alerts people biking and driving to potential for conflict

Narrow Side Street Curb Radii with Curb Extensions

- Slows drivers
- Limits turning conflicts

Evaluate Lighting

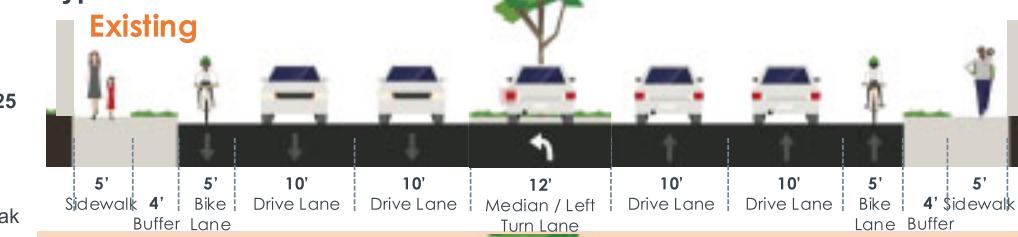
- Address nighttime visibility and increase comfort people walking and biking



Inverrary Blvd: Lane Repurposing

Typical Cross Sections

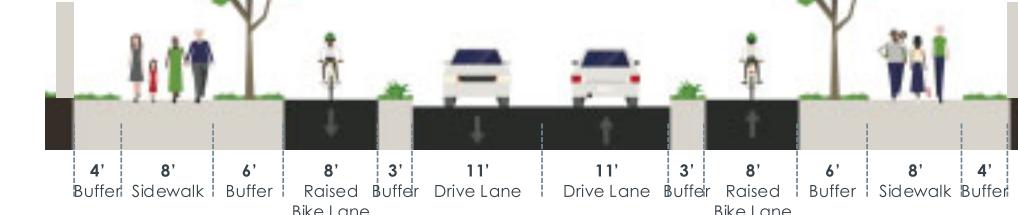
Existing



Quick Build Near Term



Proposed Long Term



Recommendations

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

Near term condition:

- Quick build to allow users to experience changes and tweak design

Long term condition

- Provide space to separate sidewalk from barrier wall
- Provide high quality bike facilities and landscape opportunities
- Ensure fire / emergency access
- Combine with traffic calming treatments to eliminate turn lane and better facilitate turns like roundabouts, raised intersections, and raised crossings

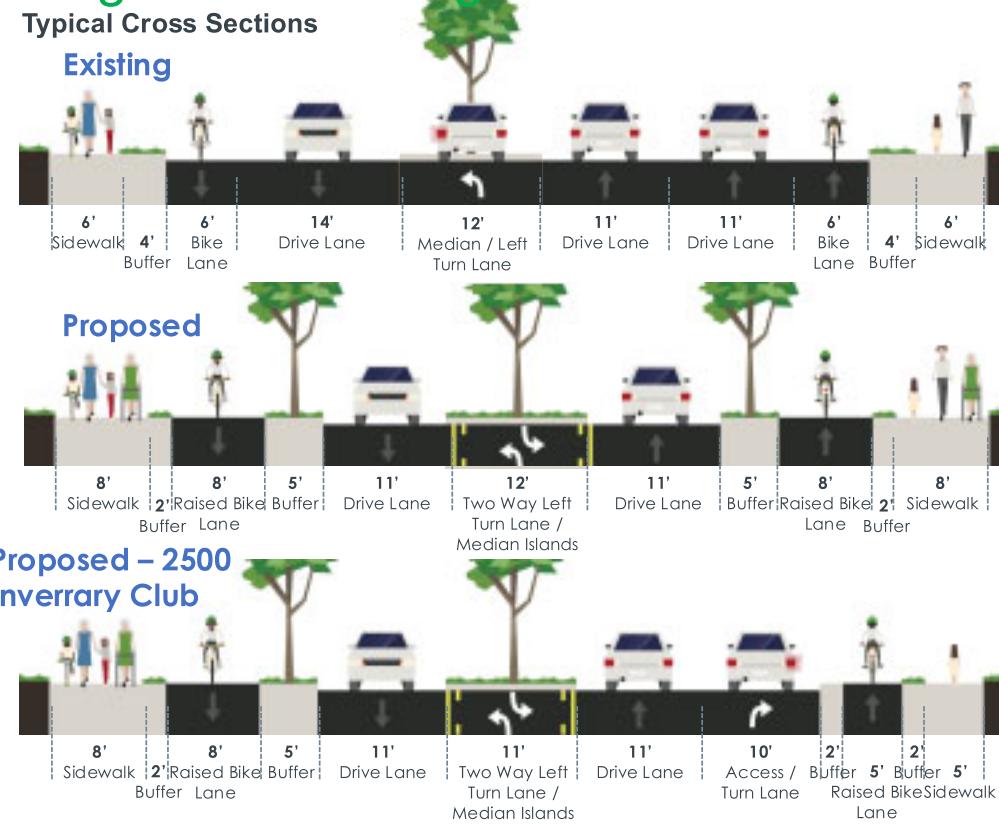
NW 56 Av: Recommendations

Redesign NW 56 St to reduce vehicle speeds to 25 MPH



NW 56 Av: Lane Repurposing of 3-Lane Segment

North of NW 29 St to NW 19 St



NW 19 St to Central Broward Park: Recommendations

Create a seamless pedestrian / bicycle route from west of the Turnpike to Central Broward Park



NW 19 St to Central Broward Park: Recommendations

Pedestrian Bridge Recommendations

Integrate Art on Soundwall and Bridge

Both the bridge structure itself and the soundwall leading up to it are opportunities to both engage the public and create local art.



Novel Lighting

Consider novel lighting solutions at the bridge that increases regional pride and make it a place and feels safe to walk at night.

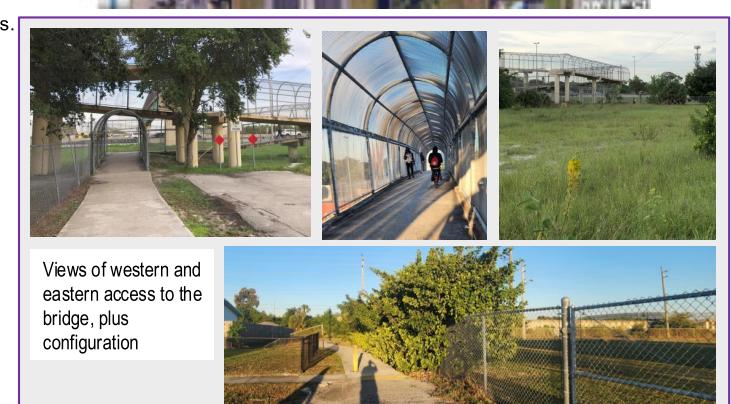


Rebuilding Opportunity

The current configuration of the bridge is not wide enough to meet current shared-use path standards. In considering new configurations the following can help guide new designs:

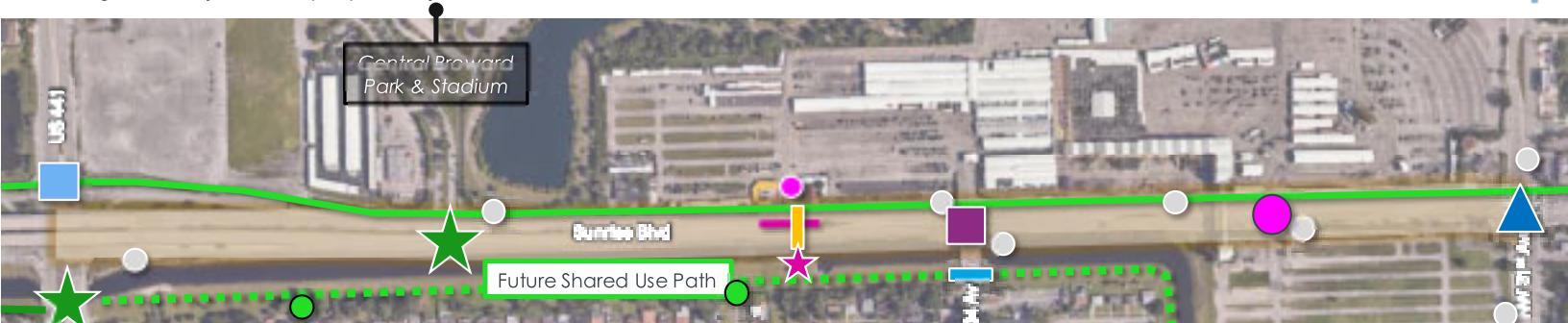
Explore straightening out entrance ramps

- Wide enough for people biking to comfortably pass people walking
- Turn radii comfortable for cargo bikes and large strollers to navigate
- Provides shading, ample lighting, and does not block sight lines
- Potential direct staircase in addition to a rolling option to cross

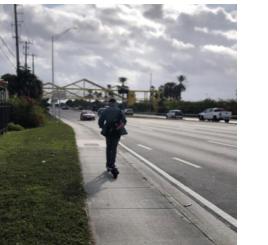


Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars



- Evaluate installing a signal
 - Driven by future potential development
 - Include a protected intersection, median islands, and dedicated phases for people walking and biking
- Intersection Improvements
 - Add protected intersection with refuge islands
 - Ensure future multi-use path connects to and crosses intersection
- US 441
 - Add raised crossings at slip lanes
 - Evaluate pedestrian crossing phases to ensure comfortable walking pace for people over 65 or who use mobility devices
 - Consider the addition of refuge islands
- Signalized Midblock Crossing
 - Including median island and curb extensions to shorten crossing distance
- Bridge Improvements
 - Consider improvements that limit obstructions and prevent machine tampering
 - Ensure future shared-use path connects to bridge
- New Pedestrian Bridge
 - Provides alternative north-south and east-west path to US 441 for people walking and biking
- BSAP Project (by other)
 - Intersection at NW 3 included in the BSAP project



Lauderhill Transportation Master Plan

Staff Working Group Meeting #6
Potential Solutions Meeting #2: Inverrary Blvd, NW 56 Av, and Sunrise Blvd



August 14, 2025

BrowardMPO.org

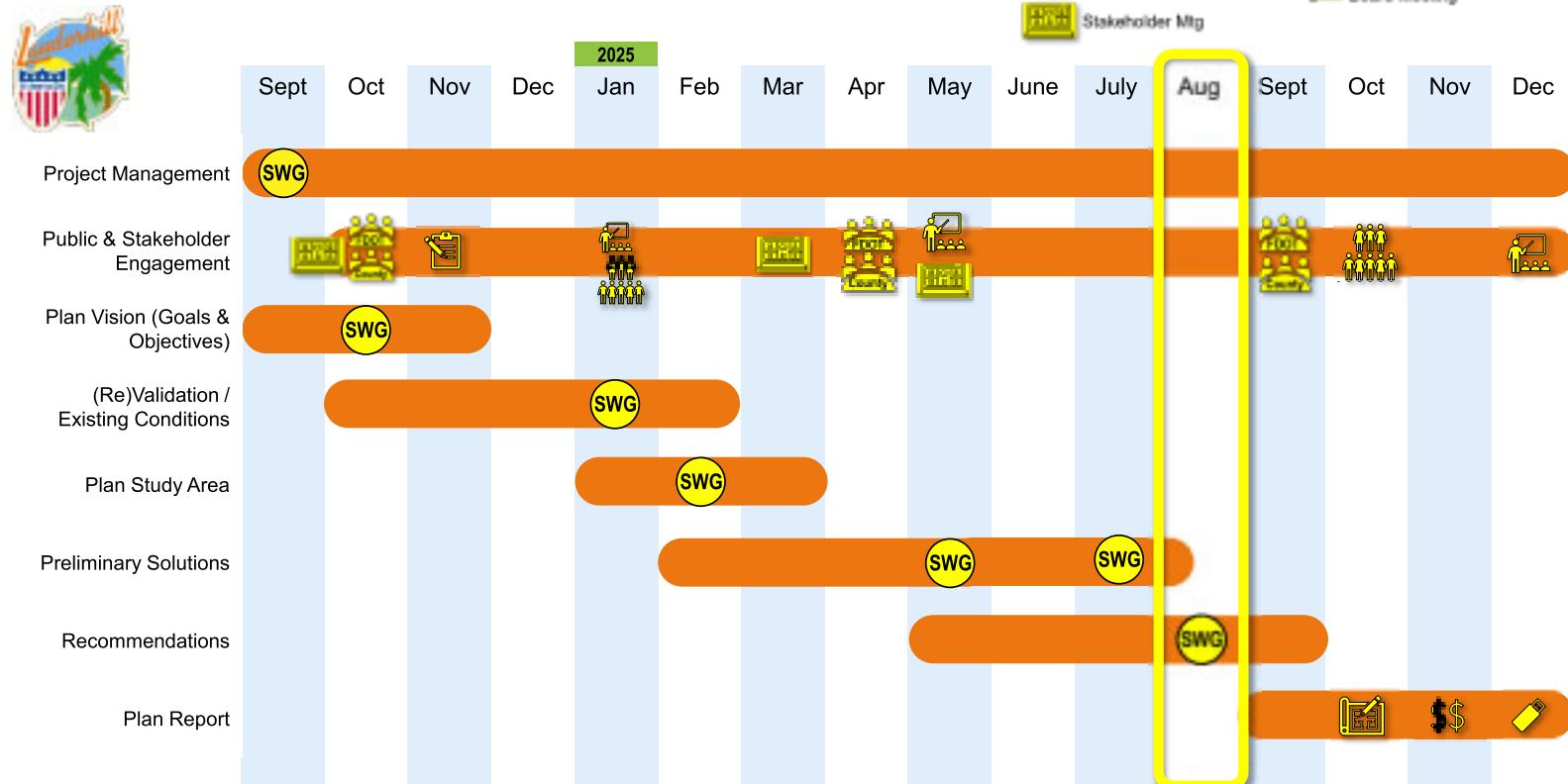
Agenda

1. Lauderhill TMP: Schedule
2. Feedback Review
3. Quick Builds
4. Revised Potential Solutions
 - Inverrary Blvd, South of NW 44 St
 - NW 56 Av @ NW 19 St
 - Sunrise Blvd - RCUT
5. Next Steps

Meeting Goals:

- ✓ Obtain consensus on Inv Blvd, south of NW 44 St
- ✓ Share concept for NW 56 Av at NW 19 St
- ✓ Obtain consensus on Sunrise Blvd RCUT option

Lauderhill TMP: Schedule



Lauderhill TMP: Pertinent Feedback on Potential Solutions

For All Roadways:

- Identify “supplemental” Roundabout or Raised Intersection locations
- Identify near term / quick-build opportunities

NW 44 St:

- OK with Lane Repurposing (University Dr to Inverrary Blvd West) but need clarity on double lefts onto NW 44 St from University Dr
- Address EB to SB RT Lane approaching Rock Island Rd

Inverrary Blvd

- North of NW 44 St - OK with Lane Repurposing
- South of NW 44 St - Need to identify options for existing lane configuration

NW 56 Av:

- OK with Lane Repurposing
- OK with removing turn lanes at intersection with NW 19 St
- Address turn movements to / from gas station at Sunrise Blvd

Sunrise Blvd:

- Remove proposed bridge over US 441 (this should be addressed as part of the Broward Safety Action Plan)
- Pedestrian Bridge over Sunrise Blvd needs to be vetted with Broward County Parks Dept
- Existing Pedestrian Bridge for Swap Shop is privately owned and have structural violations
- Signalized Restricted Crossing U-turn (RCUT) may be an appropriate treatment, need to identify potential locations of

Lauderhill TMP: Quick Builds

Quick build projects are built with low(er) cost materials, such as paint, signs, pavement markings, cones, bollards, delineator posts, rubberized devices, modular devices, etc...

Quick Build benefits:

- Provide near term improvements
- Build community support
- Validate (or identify needed modifications) for planning concepts

BMPO is developing a Quick Build guide to assist municipalities in the planning and implementation of quick build projects **including** BCTED's review process and submittal requirements.

Other helpful resources:

- https://nacto.org/wp-content/uploads/2016PeoplefoBikes_Quick-Builds-for-Better-Streets.pdf
- <https://metroplanorlando.gov/wp-content/uploads/Quickbuild-Guide.pdf>



Lauderhill TMP: Near Term

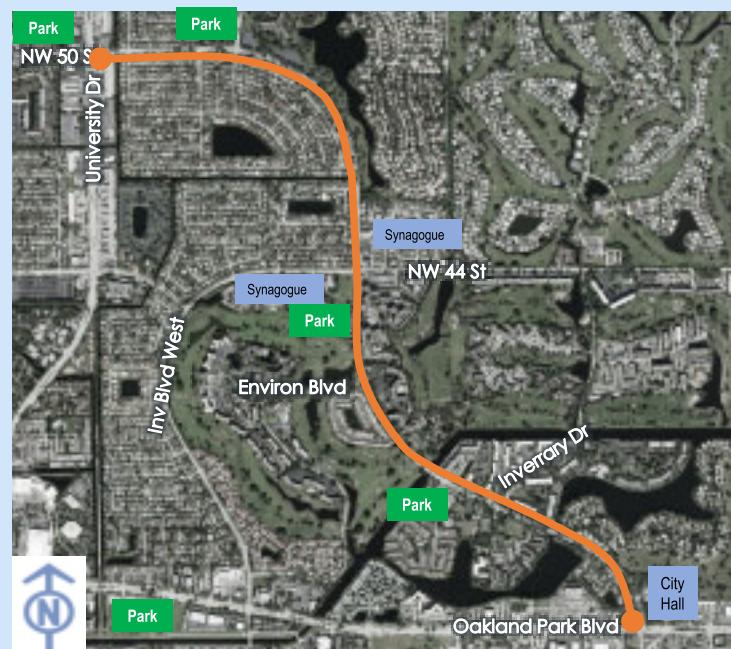
Similar to Quick Build, Near term projects are lower cost facilities but are built with more durable materials and **are intended to be permanent**.

- They do not require ROW acquisition nor impact utilities. They typically do not require studies and are lower cost.
- They are intended to address an existing accessibility, safety, or mobility issue at a specific location, versus improving an entire corridor.



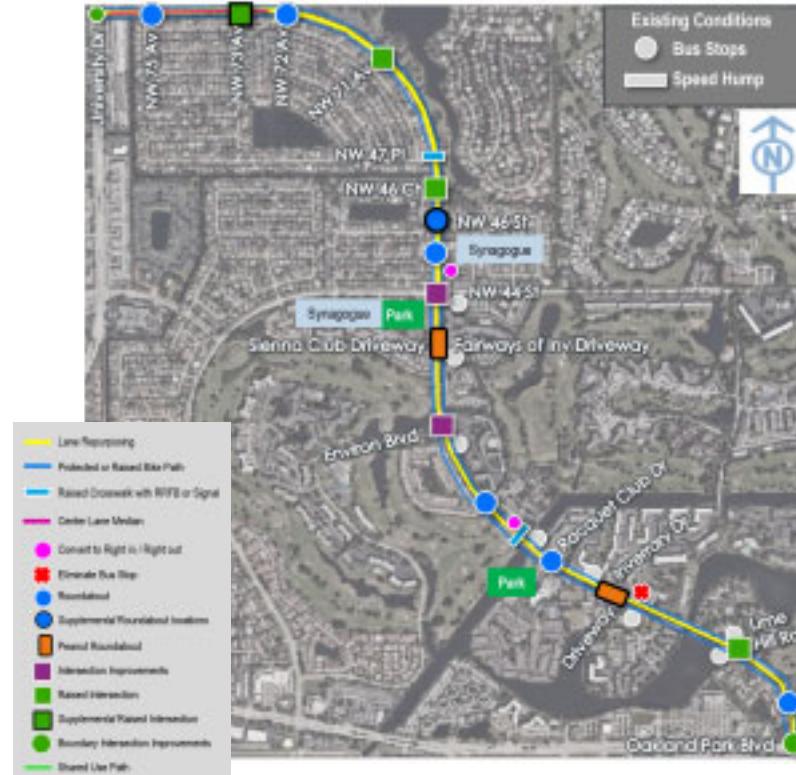
Inverrary Blvd: Introduction

Ownership	Inverrary Blvd: University Dr to Oakland Park Blvd					
	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at University Dr and Oakland Park Blvd	2.5 miles	4 Lanes	30 MPH	Major Collector / C4 & C3R	7	81 (2, 72)



Inverrary Blvd: Recommendations

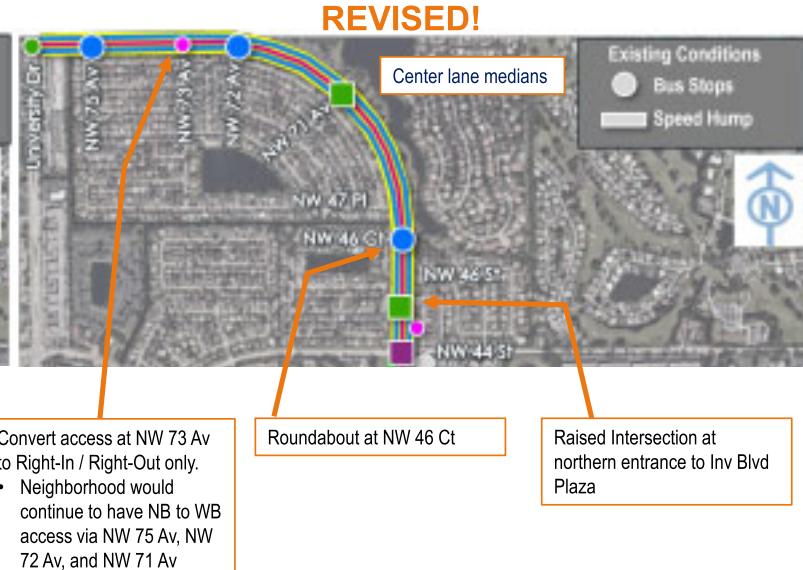
City Commission Meeting: 5/19/2025



REVISED!

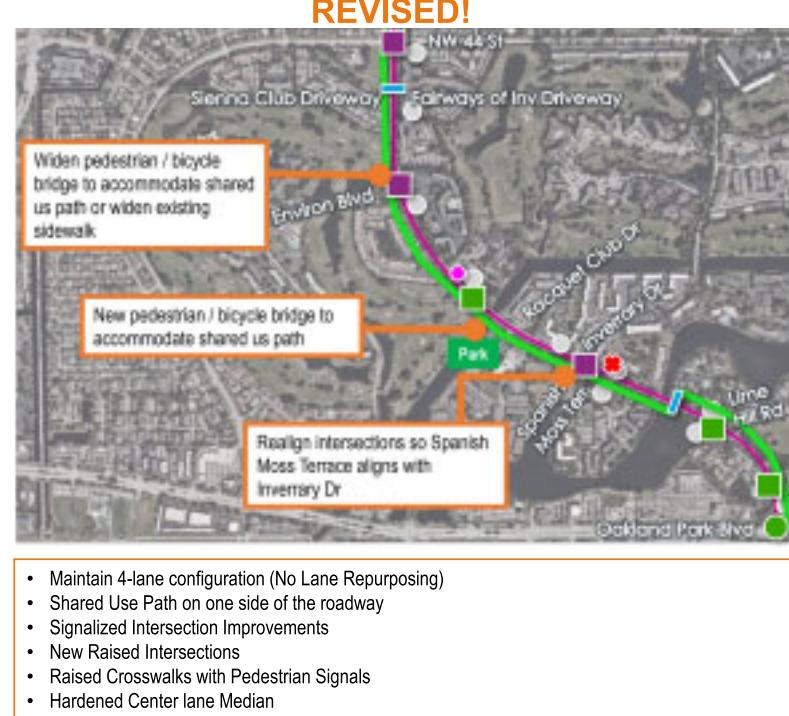
Inverrary Blvd: N of NW 44 St

City Commission Meeting: 5/19/2025



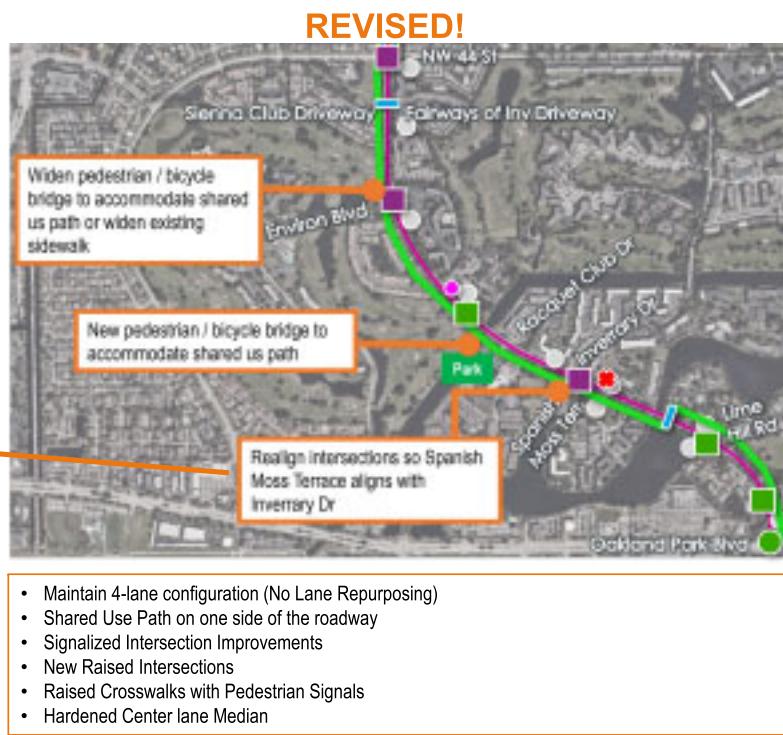
Inverrary Blvd: S of NW 44 St

City Commission Meeting: 5/19/2025



Inverrary Blvd: S of NW 44 St

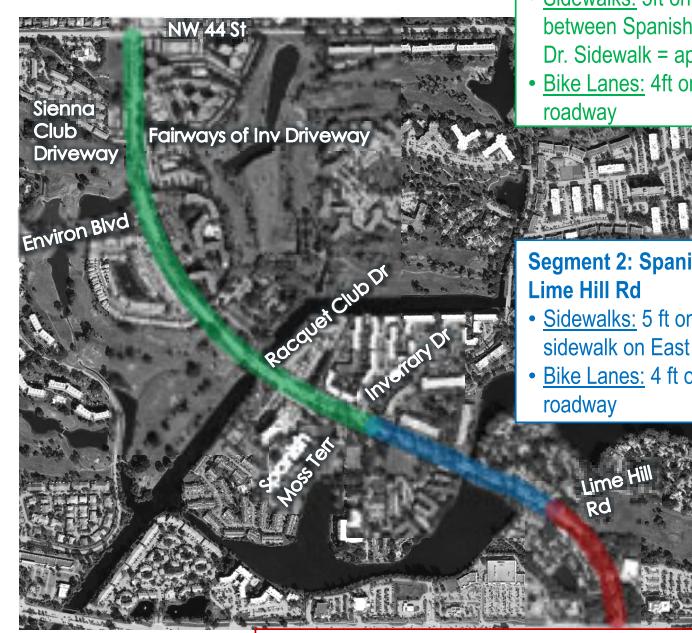
Concept for Inverrary Blvd: Realignment of Spanish Moss Terrace at Inverrary Dr from Lauderhill NW Neighborhood Multimodal Master Plan



Inverrary Blvd: S of NW 44 St

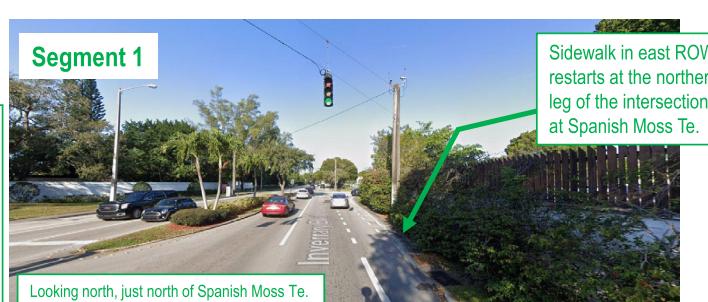
- 3 different segments for pedestrian facilities

- 80 ft ROW (Inverrary County Club Plat 70-46)
- 4 Travel Lanes + Center Lane Median / Left Turn



Segment 1: NW 44 St to Spanish Mesa Ta

- **Sidewalks:** 5ft on both ROW, except between Spanish Moss Te and Inv Dr. Sidewalk = approx. 3ft
- **Bike Lanes:** 4ft on both sides of roadway



Segment 2



Segment 2: Spanish Moss Te to Lime Hill Rd.

- Sidewalks: 5 ft on West ROW; No sidewalk on East ROW
- Bike Lanes: 4 ft on both sides of roadway



Segment 3: Lime Hill Rd to Oakland Park Blvd

- Sidewalks: 5ft on East ROW; No sidewalk in West ROW
- Bike Lanes: No bike lanes

Sidewalk in east ROW
restarts at the northern
leg of the intersection
at Spanish Moss Te

Sidewalk in east ROW
ends approx. 100 ft
north of Lime Hill Rd

Visible "Well Worn" path in the west ROW (indicates people are walking in this area)

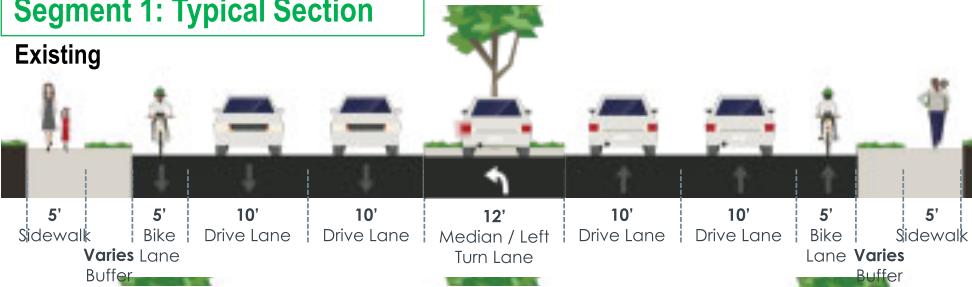
- Property lines end approx. 3 ft from back of curb
- The marked space between the curb & travel lane is roadway shoulder (not bike lane).

Looking north, adjacent to The Enclaves

Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Segment 1: Typical Section

Existing



Recommendations

- Both Options = Create a Shared Use Path in west ROW by consolidating sidewalk, buffer, and 5ft bike lane

Option A = Both bike lanes are repurposed

- The east ROW has landscape area extended in order to narrow pavement area and widen existing sidewalk where feasible
 - Narrowing pavement area encourages slower speeds
 - Widened Landscape buffer can accommodate shade trees

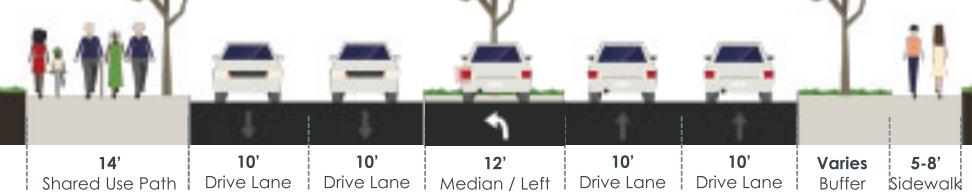
Option B = Maintain existing bike lane & sidewalk in east ROW

- This is the **lowest cost option** as curbs are only moved in the western ROW

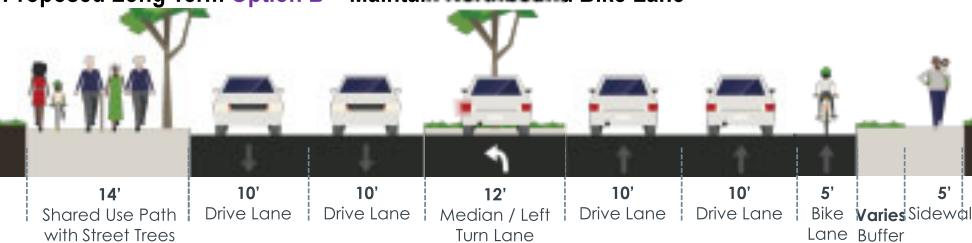
Option C (Not Shown) = Raised NB Bike Lane in east ROW

- Cost increase from Option B, due to need to move curb

Proposed Long Term Option A – No Bike Lanes



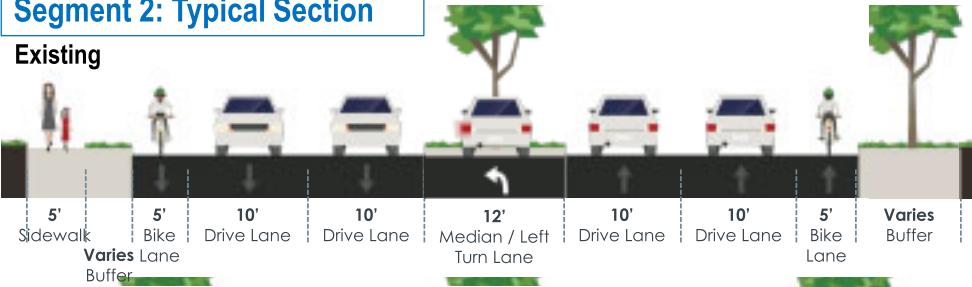
Proposed Long Term Option B – Maintain Northbound Bike Lane



Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Segment 2: Typical Section

Existing



Recommendations

- Both Options = Create a Shared Use Path in west ROW by consolidating sidewalk, buffer, and 5ft bike lane
- Both Options = Create a sidewalk in east ROW to accommodate existing shade trees.

Option A = Both bike lanes are repurposed

- The east ROW has landscape area extended in order to narrow pavement area and widen existing sidewalk where feasible
 - Narrowing pavement area encourages slower speeds
 - Widened Landscape buffer can accommodate shade trees

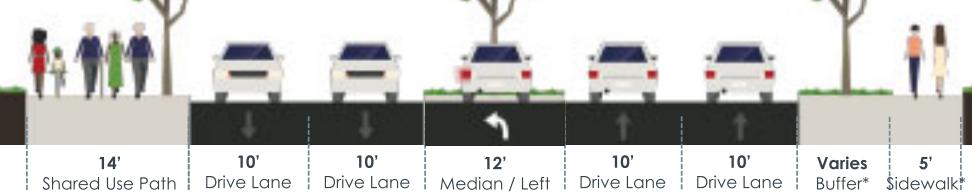
Option B = Maintain existing NB bike lane

- The east ROW curb will not be moved. This is the **lowest cost option** as curbs are only moved in the western ROW
- Some existing shade trees may need to be relocated to accommodate sidewalk

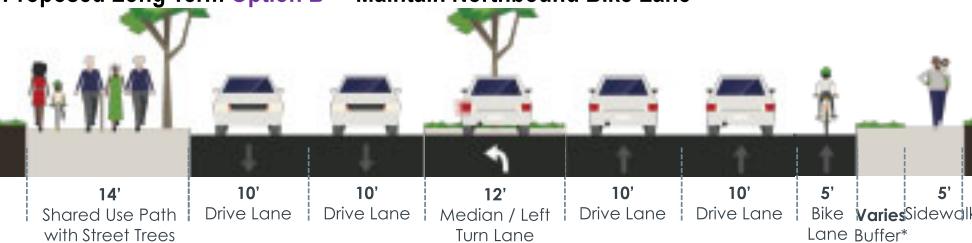
Option C (Not Shown) = Raised NB Bike Lane in east ROW

- Cost increase from Option B, due to need to move curb

Proposed Long Term Option A – No Bike Lanes



Proposed Long Term Option B – Maintain Northbound Bike Lane



Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Segment 3

Adjacent property Ownership



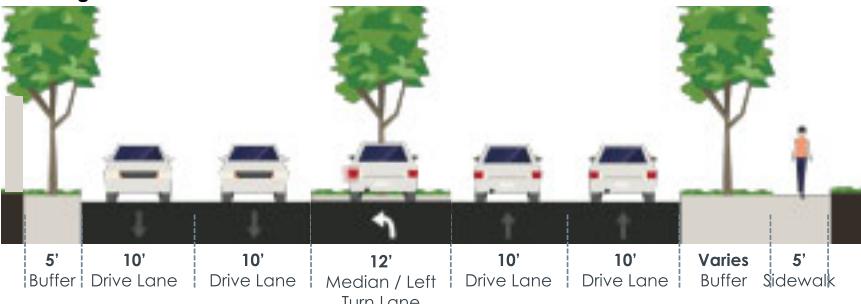
- Adjacent to the former golf course (now owned by FDOT), the sidewalk curves to the east and meanders through the trees
- The portion of the sidewalk that is east of or between the trees is located on parcel owned by FDOT.



Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes + ROW Acquisition

Segment 3: Typical Section

Existing



Right of Way Acquisition

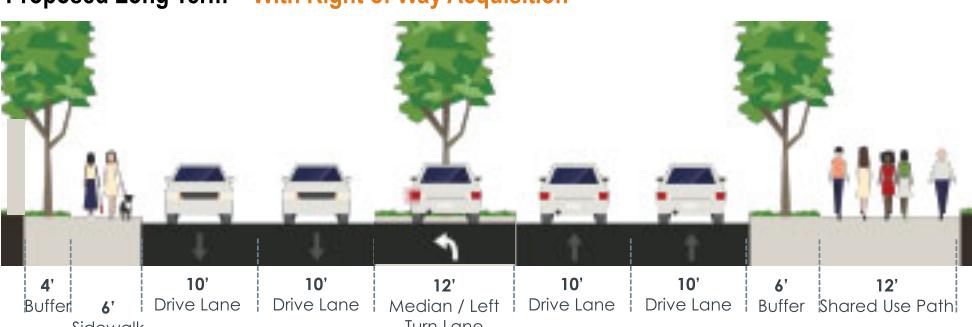
- ROW acquisition is needed to accommodate space for a sidewalk on west side of road.
- Properties identified for potential acquisition are FDOT and parcels owned by Inverrary Association Inc.
- The portion of roadway (adjacent to The Enclaves) would be rebuilt / shifted 5ft to the east to accommodate sidewalk in west ROW.
 - Shade trees in center median would be impacted.
- In the east ROW, the existing sidewalk would be widened to a Shared Use Path

Portion of roadway that would be shifted to the east



ROW Acquisition areas

Proposed Long Term – With Right of Way Acquisition*



No ROW Acquisition (Not Shown)

- The existing buffer in the west ROW can be replaced with a sidewalk (where sufficient space exists).

Inverrary Blvd: Recommendations

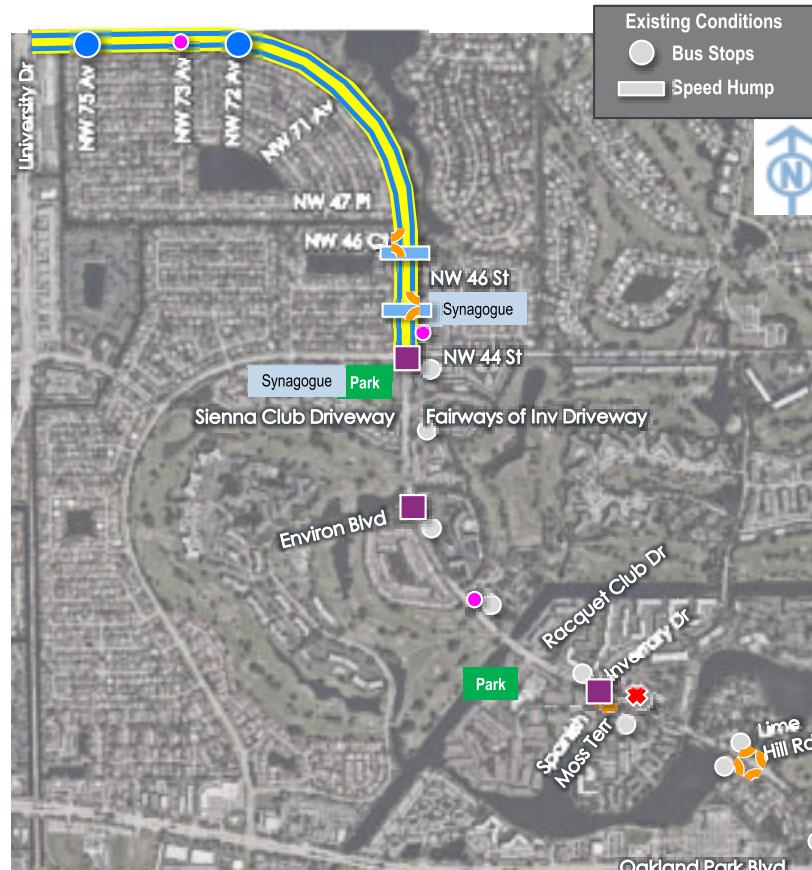
Quick Build / Near Term

-  Lane Repurposing
 - Can be implemented as a stand-alone project
-  Protected Bike Lanes
 - Use Flex Posts
-  Raised Crosswalk with RRFB
 - Co-located with center lane median, to provide pedestrian refuge
 - If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
 - 4-lane segments should include RRFB or pedestrian signal
-  Eliminate Bus Stop
-  Roundabout
 - Requires Lane Repurposing
 - Quick build can include raised crosswalks
-  Intersection Improvements
 - Pedestrian signals
 - Leading pedestrian intervals
 - Hardened Centerlines + Median Noses
 - At intersection for NW 44 St - only feasible on N/E/W legs; not feasible on south leg due to Bus Queue Jump
 - Bike Boxes where feasible
-  Curb Extensions
-  Convert to Right in / Right out

Corridor Wide Strategies

Add Green Pavement Markings at Intersections and Driveways

- Limits turning conflicts
- Alerts people biking and driving to potential for conflict



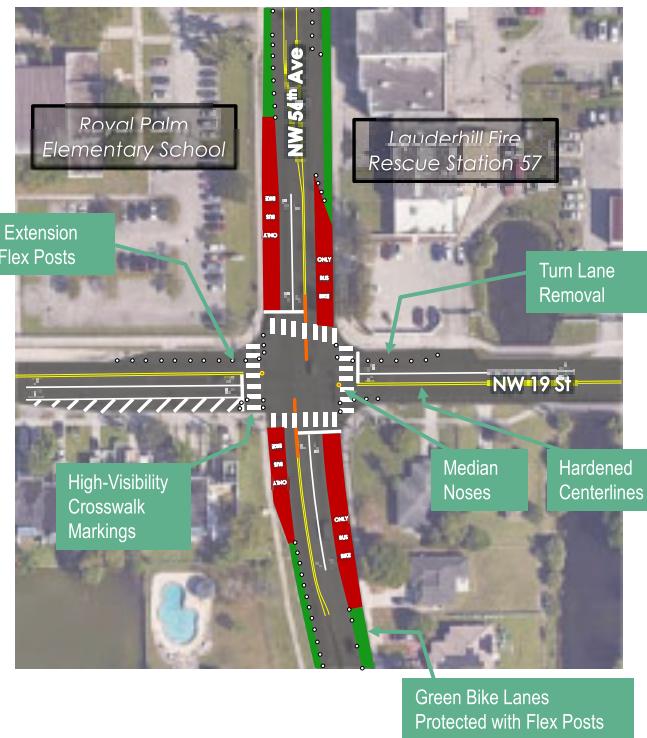
NW 56 Av: Introduction

NW 56 Av: Oakland Park Blvd to Sunrise Blvd						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Oakland Park Blvd and Sunrise Blvd	2 miles	4, 3, 2 Lanes	30 MPH	Major Collector / C4 & C3R	5	81 (36, 72)

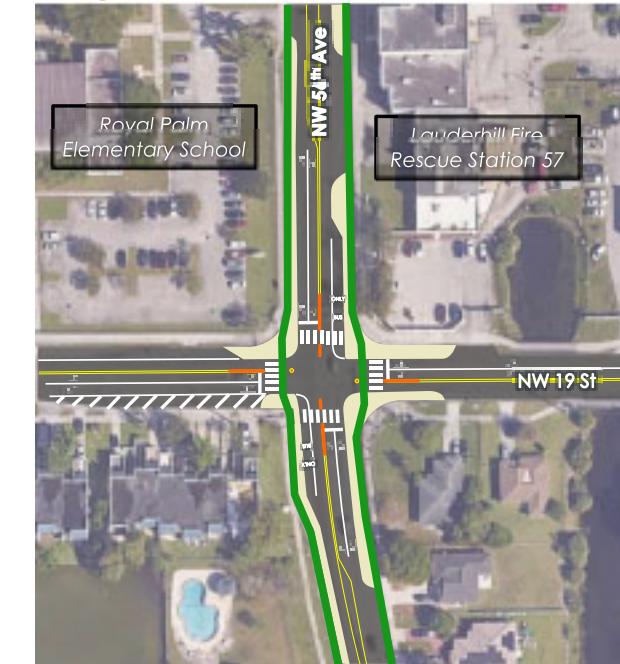


NW 56 Av: Recommendations for Intersection at NW 19 St

Quick Build / Near term

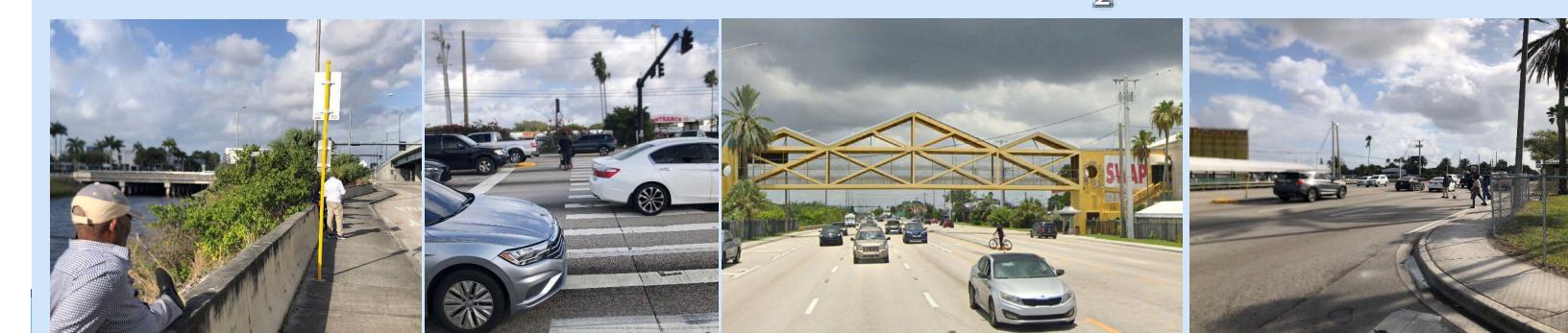
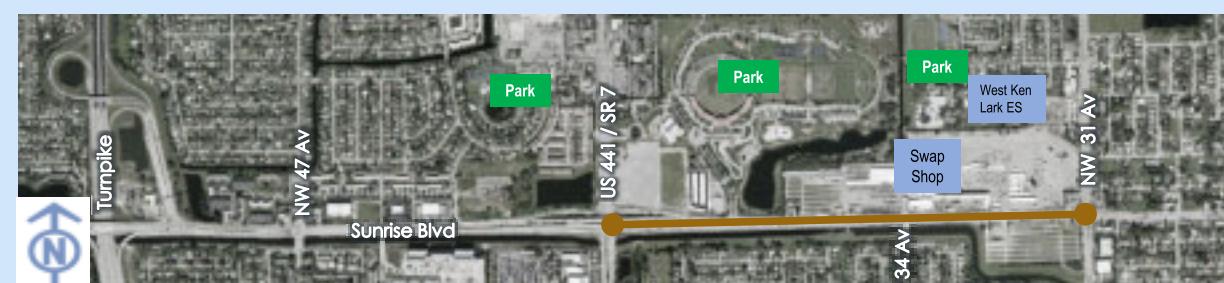


Long Term



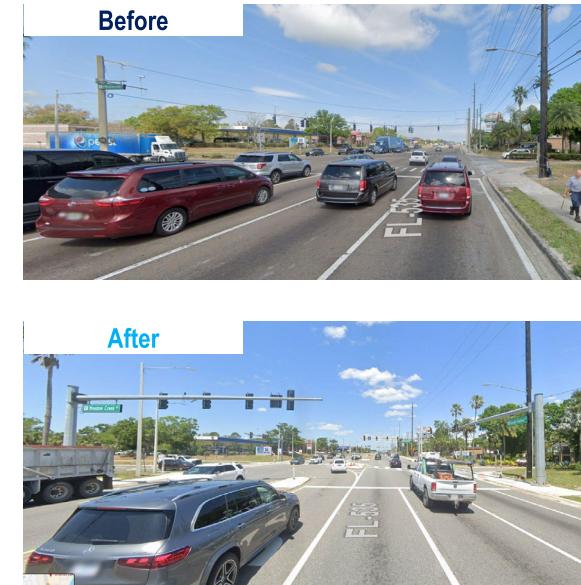
Sunrise Blvd: Introduction

Sunrise Blvd: US 441 to NW 31 Av						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
FDOT	1 mile	6 Lanes	45 MPH	Principal Arterial / C4 & C3R	3	36 (18, 40)

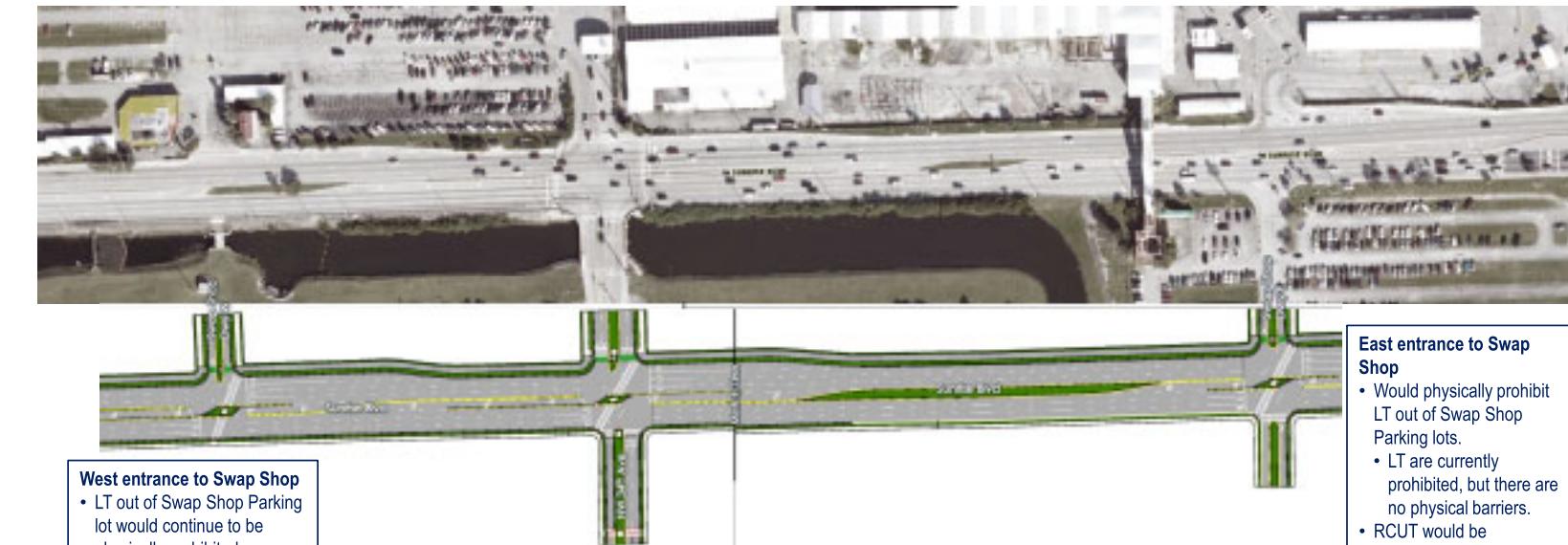


Sunrise Blvd: Restricted Crossing U-Turn “RCUT”

Example: Meadow Creek @ S. Vineland Apopka Rd (SR 535), Orlando, FL



Sunrise Blvd: Restricted Crossing U-Turn “RCUT”



East entrance to Swap Shop

- Would physically prohibit LT out of Swap Shop Parking lots.
- LT are currently prohibited, but there are no physical barriers.
- RCUT would be signalized for pedestrian crossing and for U-Turn.
- RCUT allows for tightening of curb radii to reduce crossing distance and better control turning movements

West entrance to Swap Shop

- LT out of Swap Shop Parking lot would continue to be physically prohibited.
- A WB to EB U-Turn would be installed (signalized)
- New crosswalk aligns with SFWMD maintenance bridge over canal. Crosswalk would be signalized.

NW 34 Av

- Would prohibit LT out of Swap Shop Parking lot and LT from NW 34 Av.
- Drivers wanting to travel EB from Swap Shop would utilize U-Turn at Swap Shops West Driveway
- Drivers wanting to travel WB from NW 34 Av would utilize U-Turn at Swap Shops East Driveway
- RCUT allows for tightening of curb radii to reduce crossing distance and better control turning movements

Lauderhill Transportation Master Plan

Staff Working Group Meeting #7
Go / No Go on Recommendations



August 28, 2025

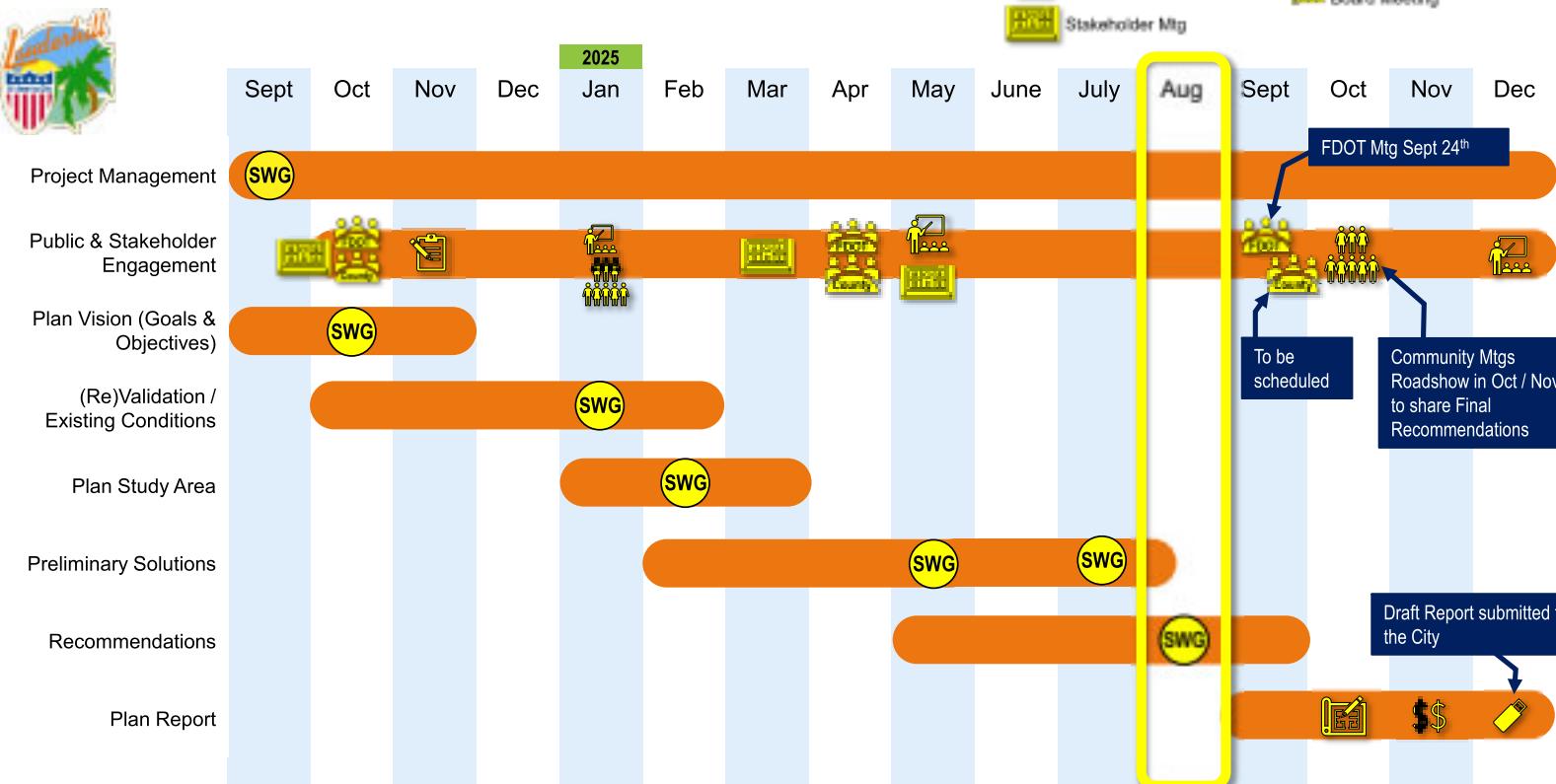
BrowardMPO.org

Agenda

1. Lauderhill TMP: Schedule
2. Feedback Review
3. Go / No Go Discussion on Recommendations
 - NW 82 Av
 - NW 19 St to Central Broward Park
 - Sunrise Blvd
 - NW 44 St
 - NW 56 Av
 - Inverrary Blvd
4. Next Steps

Meeting Goals:
✓ Go / No Go on Final Recommendations
✓ Clarify Next Steps

Lauderhill TMP: Schedule



Lauderhill TMP: Pertinent Feedback on Potential Solutions

For All Roadways:

- Identify "supplemental" Roundabout or Raised Intersection locations
- Identify near term / quick-build opportunities

NW 82 Av:

- OK with proposed solutions
- County owns intersection @ Commercial Blvd

NW 44 St:

- OK with Lane Repurposing (University Dr to Inverrary Blvd West) but need clarity on double lefts onto NW 44 St from University Dr
- Address EB to SB RT Lane approaching Rock Island Rd

Inverrary Blvd

- North of NW 44 St - OK with Lane Repurposing
- South of NW 44 St – Maintain 4-lane configuration
 - OK with Shared Use Path on one side of roadway; Prefer similar configuration on both sides of roadway
 - Concerns about narrow landscaping strips
 - Understood limitations for consolidating intersections at Spanish Moss Te and Inverrary Dr
 - Maintain trees in southern entrance of roadway
 - Understood ROW constraints south of Lime Hill Rd (both for pedestrian facilities and additional turning lanes).

NW 56 Av:

- OK with Lane Repurposing
- OK with removing turn lanes at NW 19 St intersection
 - Clarified potential issues with roundabout
- Address turn movements to / from gas station at Sunrise Blvd

NW 19 St to County Regional Park:

- OK with Proposed Solutions
- County owns intersection @ NW 19 St & NW 47 Av

Sunrise Blvd:

- Remove proposed ped bridge over US 441 (part of the Broward Safety Action Plan)
- Ped Bridge over Sunrise Blvd needs to be vetted with Broward County Parks Dept
- Existing Swap Shop Ped Bridge is privately owned and has structural violations
 - Permits may have been recently submitted. Usage requires Swap Shop to keep gates to parking lot open
- Signalized Restricted Crossing U-turn (RCUT) requires alteration of access to / from NW 34 Av; This is not supported by City Staff

Lauderhill TMP: Boundary Intersections Toolkit

This toolkit applies to intersections where a corridor terminates or lies outside the jurisdiction of Lauderhill: **Commercial Blvd, University Dr, Rock Island Rd, Oakland Park Blvd, Sunrise Blvd, and US-441**

- The toolkit is general in nature and can be implemented in coordination with Broward County or FDOT to address safety or enhance connectivity.

Walking Improvements

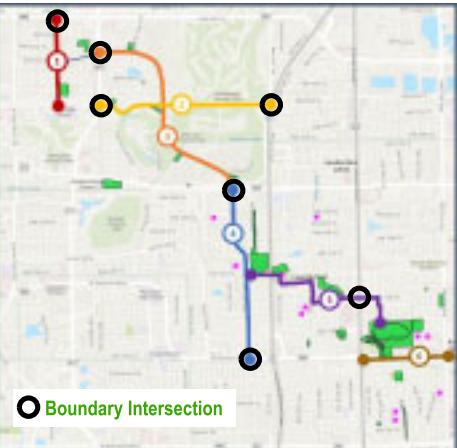
- Restripe or stripe crosswalks with high visibility pavement markings; Add crosswalks at all legs of the intersection if possible
- Add leading pedestrian intervals
- Upgrade to directional curb ramps and tactical striping where missing
- Construct median refuge islands with median noses extended beyond the crosswalk; if refuge islands are not feasible, consider hardened centerlines

Biking Improvements

- Bike boxes or protected intersections can be added to help permit left-turn movements and increase comfort of people biking
- Add curb extensions / sharpen turn radii to slow speed for right turns (as space permits)
- Add green pavement markings

Turning Speeds

- Implement protected left turn signal phase
- Harden the centerline to guide left turns
- Add curb extensions / sharpen turn radii to slow speed for right turns (as space permits)



High Visibility Crosswalk + Median Refuge Island



Directional Curb Ramps



Bike Boxes + Green Pavement Markings



Curb Extension



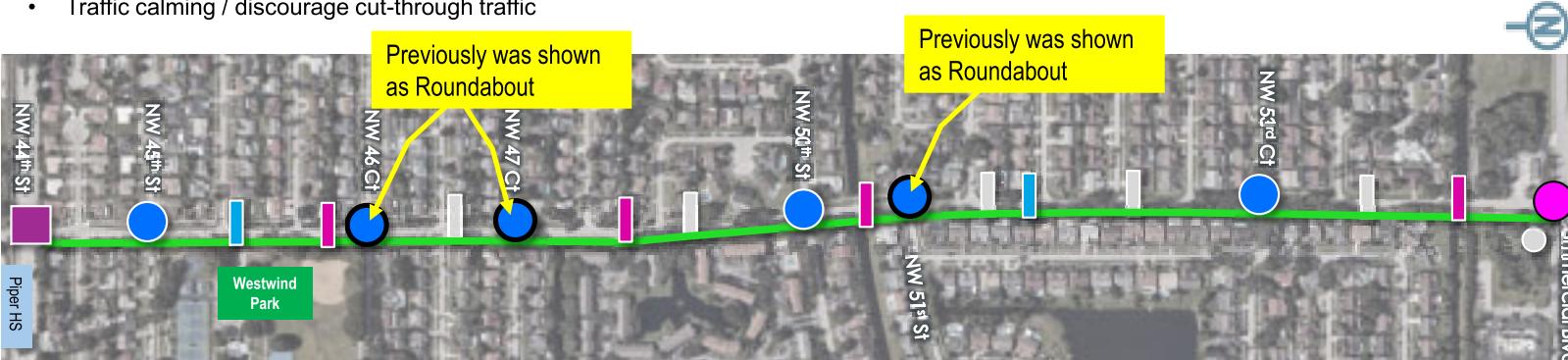
NW 82 Av



NW 82 Av: Recommendations

- Improve comfort and safety of neighborhood roadway / route to school
- Traffic calming / discourage cut-through traffic

Existing Conditions
● Bus Stops
■ Speed Hump



Shared Use Path On **East** Side
 • With Raised Side Street Crossings

Speed Humps

Raised Crosswalk
 • With Rectangular Rapid Flashing Beacon (RRFB)

Roundabout

Supplemental Roundabout locations

Evaluate **installing a signal** at County-owned intersection
 • Facilitates left turns
 • Provides designated crossings; may also include median refuge island

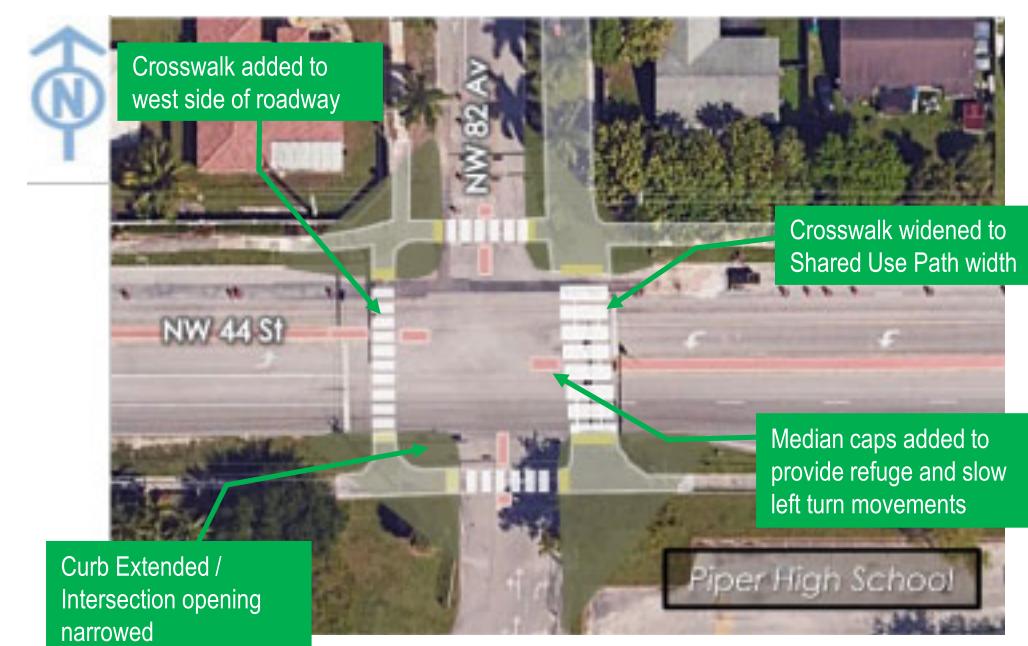
Intersection Improvements
 • Shown on Next Slide

Corridor Wide Recommendations
 • Narrow Side Street Curb Radii with Curb Extensions

NW 82 Av: Recommendations

Intersection at NW 44 St

No Revision since SWG Mtg 5



Walking Improvements

- Restripe or stripe crosswalks at all legs of the intersection
- Add leading pedestrian intervals
- Upgrade to directional curb ramps and tactical striping where missing
- Construct median refuge islands

Biking Improvements

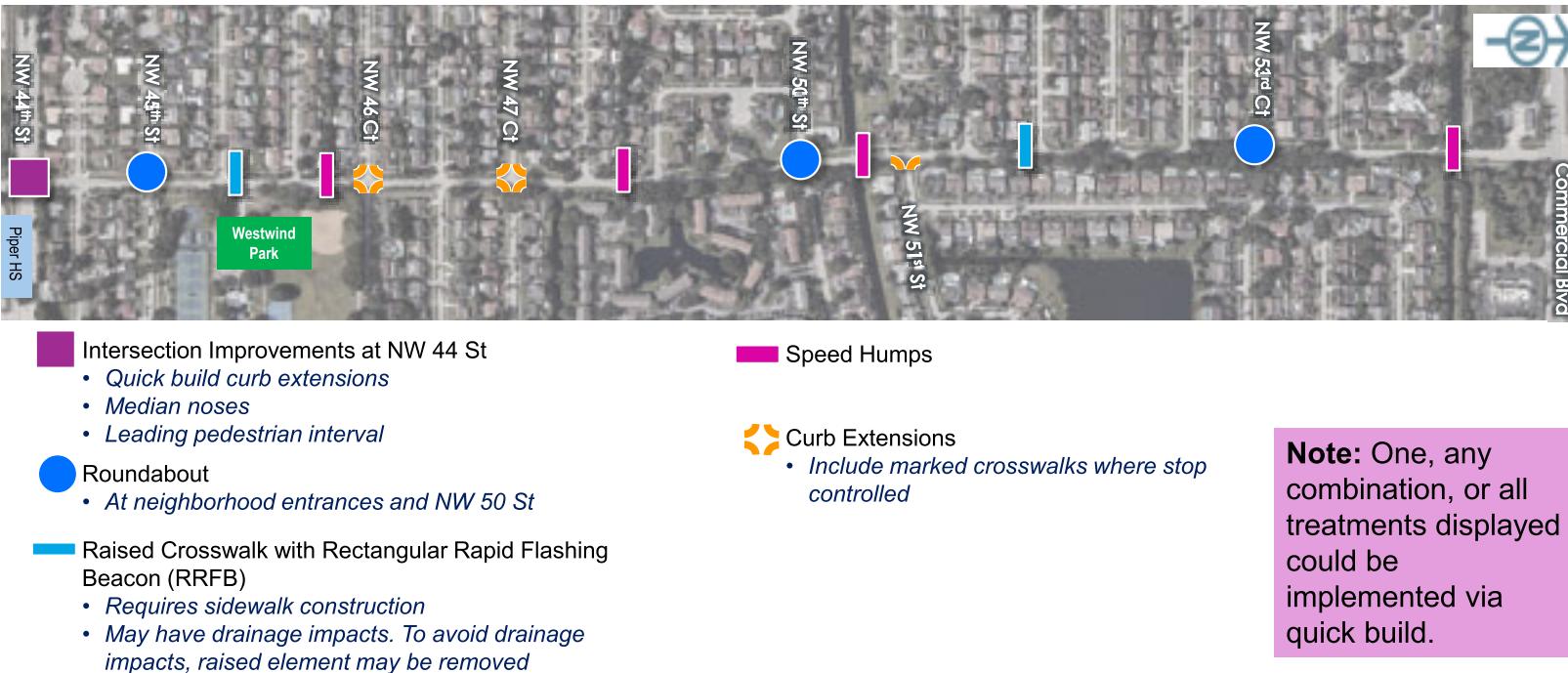
- Add bend out and wider crosswalk on the eastern leg at the shared use path crossing as space permits
- Add warnings for people walking and biking
- Add green pavement markings

Vehicle Improvements

- Implement protected left turn signal phase
- Add curb extensions / tighten curb radii as space permits

NW 82 Av: Quick Build

New!



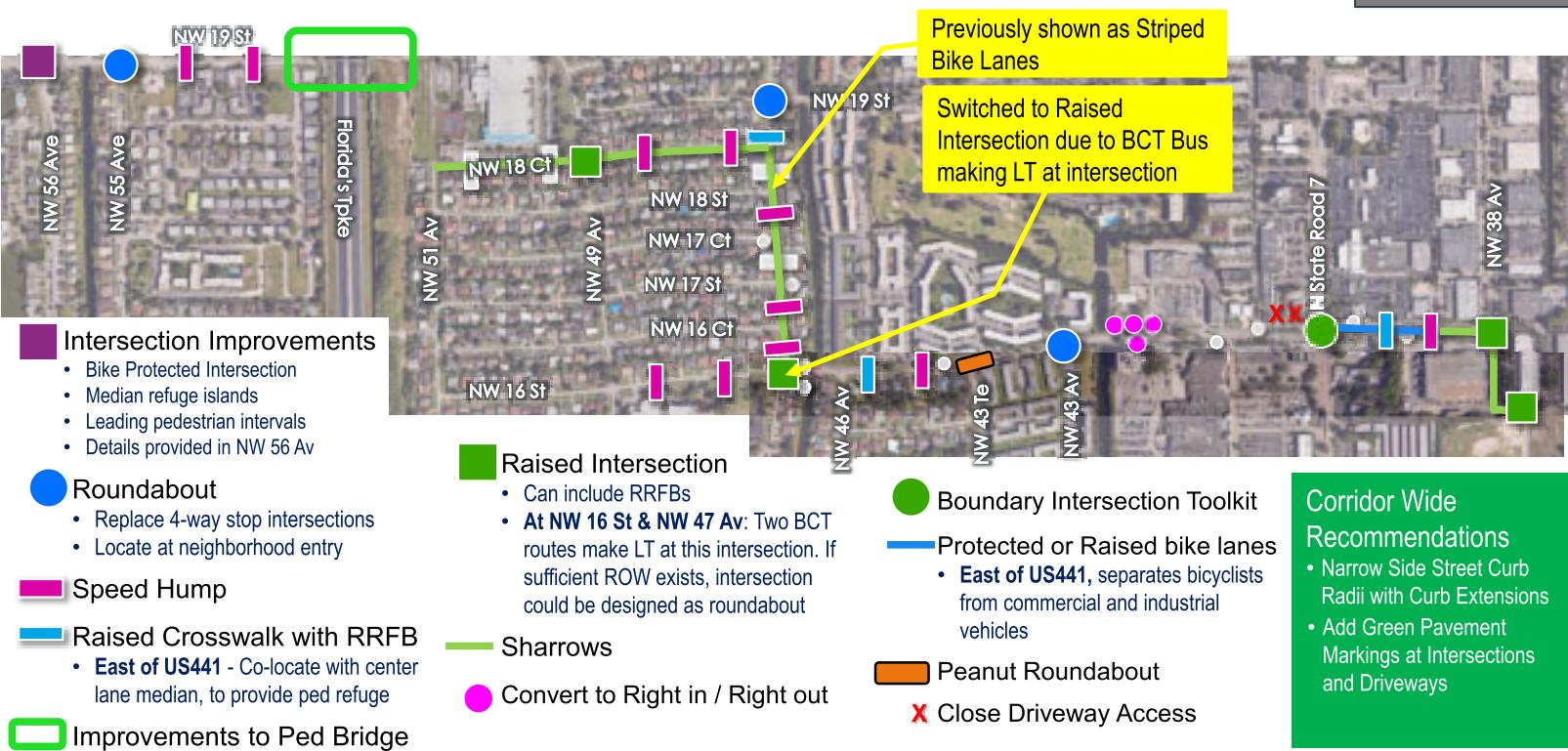
NW 19 St to Central Broward Park



Note: One, any combination, or all treatments displayed could be implemented via quick build.

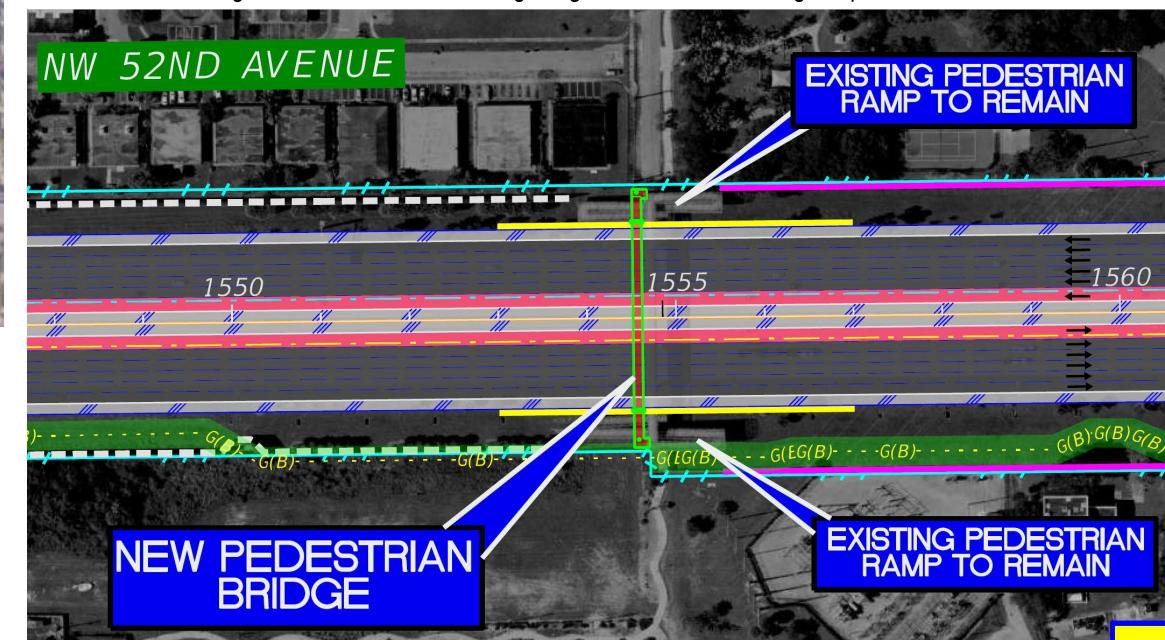
NW 19 St to Central Broward Park: Recommendations

Create a seamless pedestrian / bicycle route from west of the Turnpike to Central Broward Park



NW 19 St to Central Broward Park: Pedestrian Bridge

From Turnpike Final Preliminary Engineering Report: February 2024.
New Pedestrian Bridge to be built south of existing bridge and to utilize existing ramps.



NW 19 St to Central Broward Park: Pedestrian Bridge

Recommendations

Ensure new pedestrian bridge meets shared-use path standards

- Wide enough for people biking to comfortably pass people walking
- Ensure bridge is enclosed
- Include placemaking design, signage, or other amenities
- Provide both shading and ample lighting

New Bridge Approach

- Wide enough for people biking to comfortably pass people walking
- Straightened out entrance ramps
- If turn is necessary, ensure turn radii is comfortable for cargo bikes and large strollers to navigate
- Potential direct staircase in addition to a rolling option to cross
- Ensure design does not permit small vehicles to cross
- Site access in visible location

Activate approach areas

- Remove vegetation that blocks sightlines
- Add amenities that increase visibility of access points



Best Practice: New pedestrian bridge (2025) over Bee Ridge Rd

- Straight bridge approach
- Approach approx. 700 ft [Distance from existing ped bridge to NW 55 Av = 1,100 ft]



Legacy Trail Bridge at Bee Ridge Rd is PRELUALLY OPEN!
Starting today, the new pedestrian and cyclist bridge over Bee Ridge Road is open for use. The bridge span is ready for those on foot or bike, but please note: the pedestrian stairs cases are still under construction and not yet accessible.

This remains an active construction zone, so stay alert for workers and vehicles in the area.

May be located here: <https://www.swflroads.com/project/440448-1>

Legacy Trail #Sarasota #BikeFlorida #PedestrianBridge #BikeUpdate

<https://www.swflroads.com/project/440448-1>

<https://www.swflroads.com/project/files/170/FDOT%20MPO%20Update%20November%202022.pdf>



NW 19 St to Central Broward Park: Quick Build

New!



Intersection Improvements

- Leading pedestrian intervals
- Quick build curb extensions
- Hardened Centerlines + Median Noses

Roundabout

Speed Humps

Raised Crosswalk with RRFB

- Provide pedestrian refuge where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

Curb Extensions

- Protected Bike Lane
 - Use flex posts

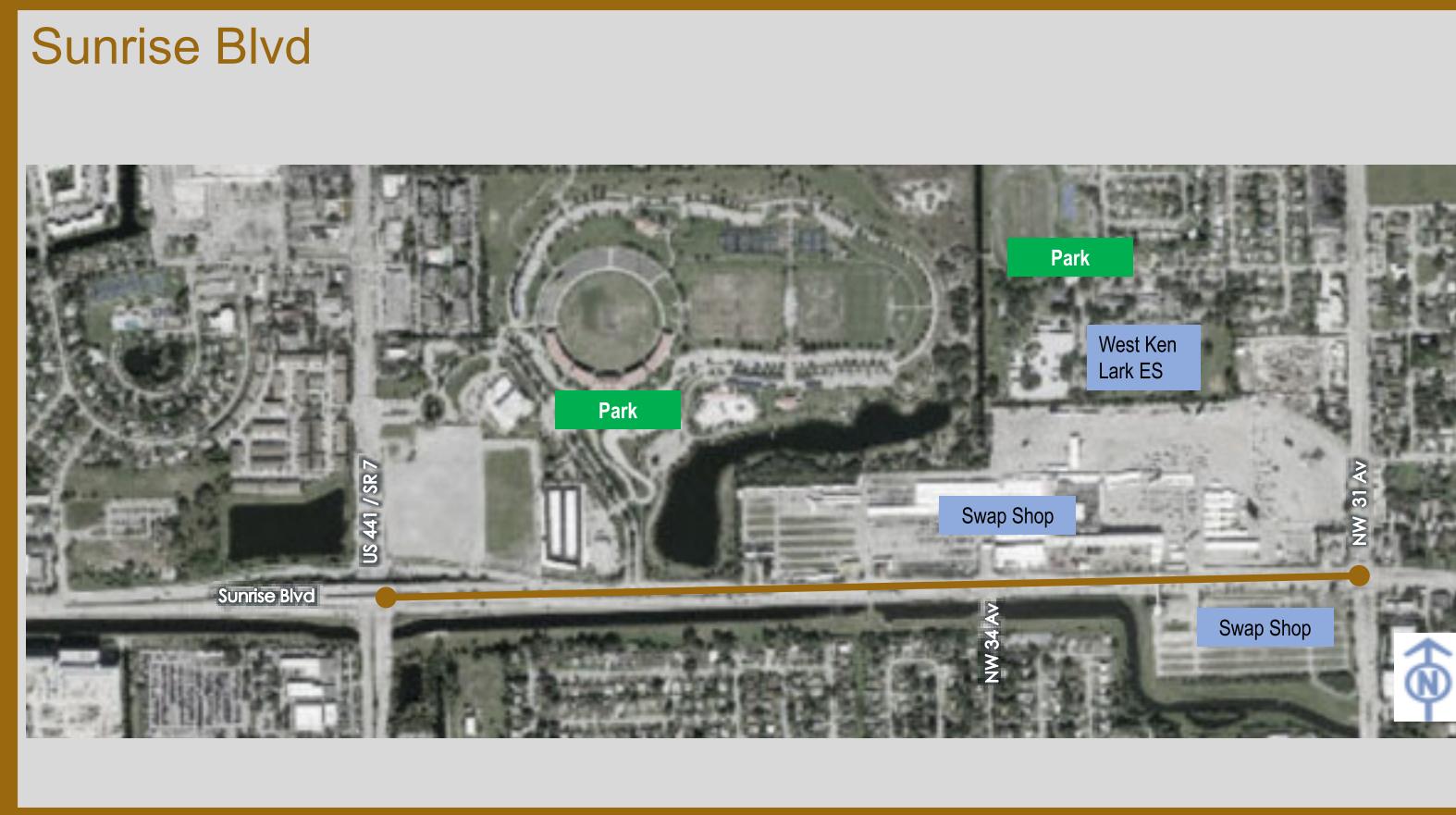
Add Sharrows & Wayfinding

Convert to Right in / Right out

Remove Access Point

Note: One, any combination, or all treatments displayed could be implemented via quick build.

Sunrise Blvd



Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars



US 441

- Add raised crossings at slip lanes
- Evaluate pedestrian crossing phases to ensure comfortable walking pace for people over 65 or who use mobility devices
- Consider the addition of refuge islands

Shared Use Path

- North side of roadway
- Accommodate bicyclists and pedestrians
- Include green pavement markings at crossings

Pedestrian Bridge

- Connect Future Shared Use Path (Along canal) to Central Broward Park
- Requires coordination with Broward County Parks Div.

Signalized Midblock Crossing

- Including median island and curb extensions to shorten crossing distance
- Location may be suitable for Restricted Crossing U-turn (RCUT) facility

Raised Median

- Convert to Right in / Right out

SFWMD Bridge Improvements

- Consider improvements that limit obstructions and prevent machine tampering
- Ensure future shared use path connects to bridge

Shared Use Path Access Point

- Provide access from neighborhood

Existing Conditions

- Bus Stops
- Speed Hump

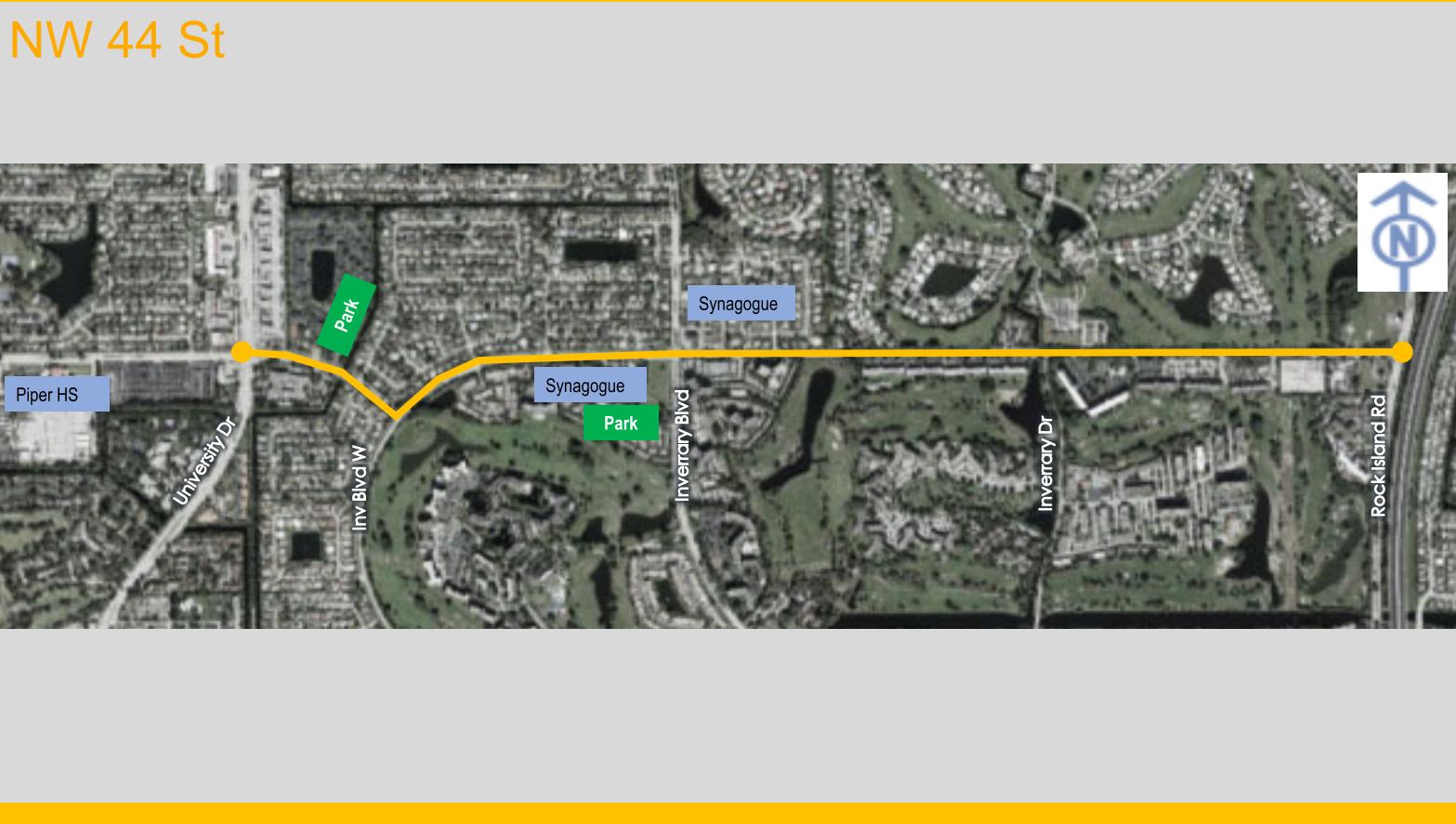
Corridor Wide Recommendations

- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways

BSAP Project (by others)

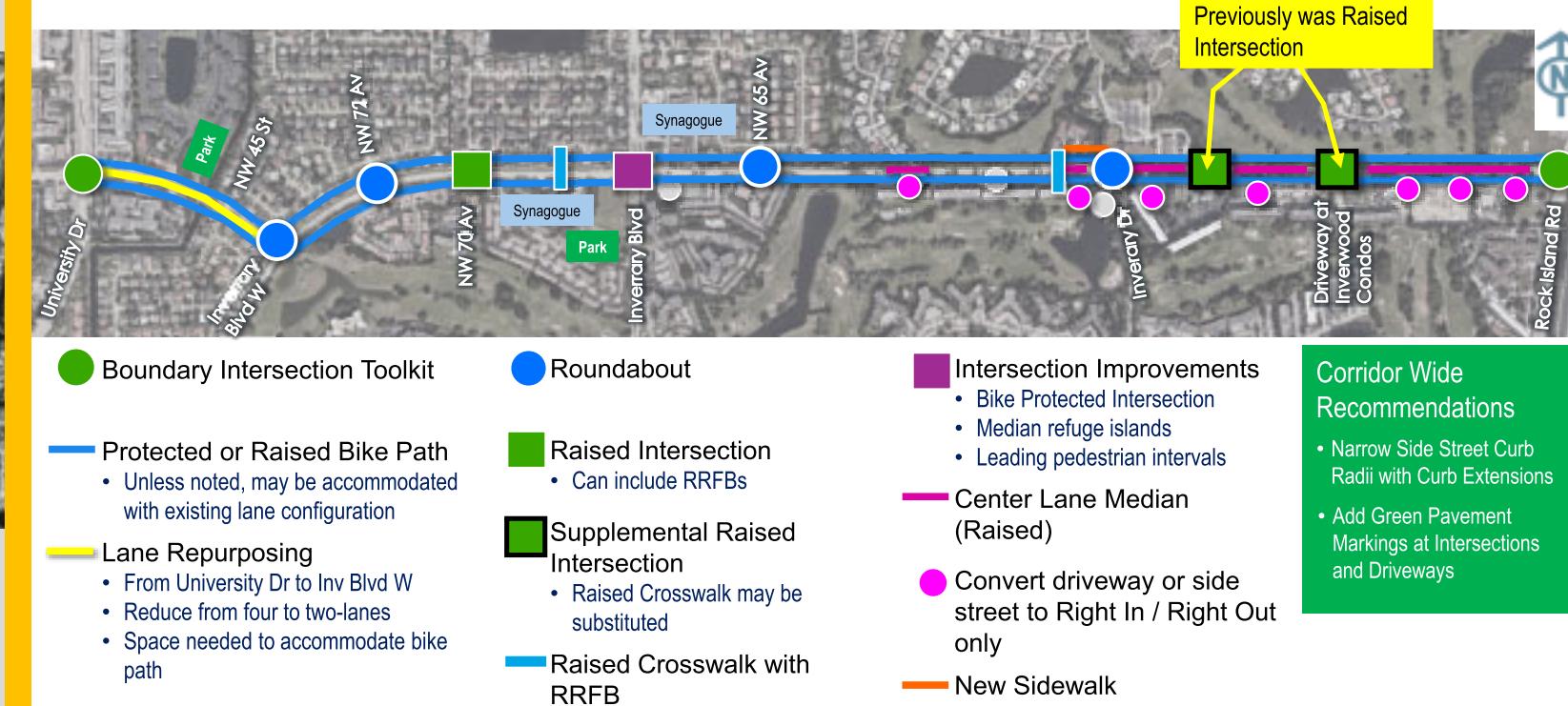
- Intersection at NW 31 Av is included in the BSAP project

NW 44 St



NW 44 St: Recommendations

Reduce vehicle speeds to 25 MPH



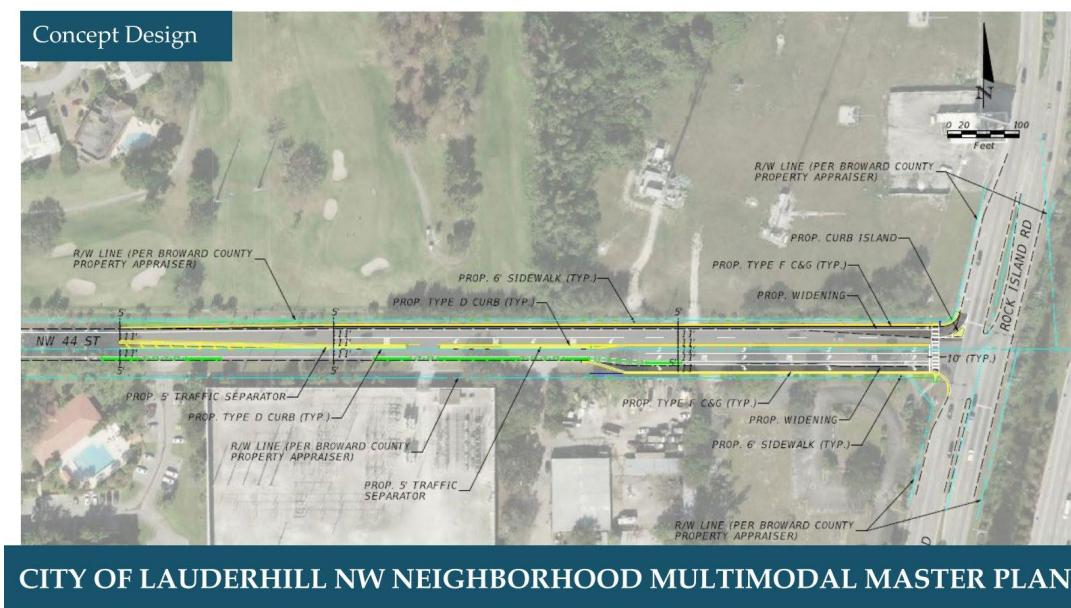
NW 44 St: Recommendations

Intersection at Rock Island Rd

New!

NW Neighborhood Multimodal Master Plan included detailed concept for this intersection including:

- Widen roadway into south swale to accommodate 2nd EB to NB LT lane, plus lengthen the EB to SB RT lane
- Widen roadway into NW corner sidewalk + swale to accommodate uncontrolled SB to WB RT lane (channelized with median pork chop)
- This intersection design is consistent with the TMP recommendations provided the recommended enhanced bike facilities are included.
- A separate traffic and queueing analysis would be required and should be requested by the City during the redesign of Rock Island Rd in conjunction with the Turnpike Interchange project.
- The TMP Boundary Intersection Toolkit should also be applied to this intersection.



6-10

NW 44 St: Lane Repurposing of 4-Lane Segment

University Dr to Inverrary Blvd W

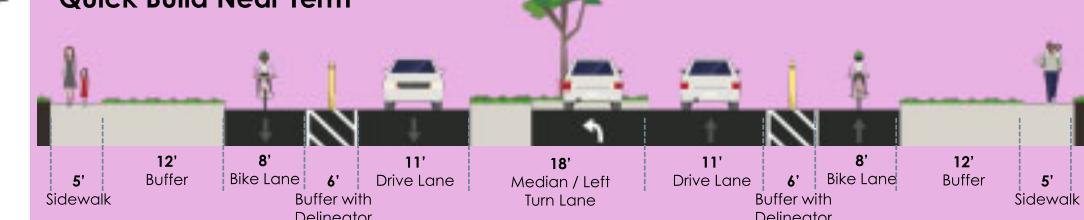
Typical Sections
Existing



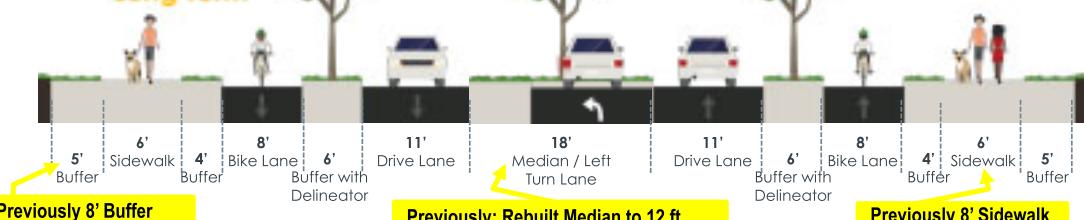
Recommendations

- One lane in each direction repurposed:
 - Redesigned sidewalks (moved from edge of wall)
 - 8ft wide protected Bike Lane
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be non-landscaped)
- Existing median and left turn lanes maintained
 - Sidewalk may be maintained to limit cost (optional)
 - Ensure fire / emergency access
 - Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Quick Build Near Term



Proposed Long Term



Previously 8' Buffer

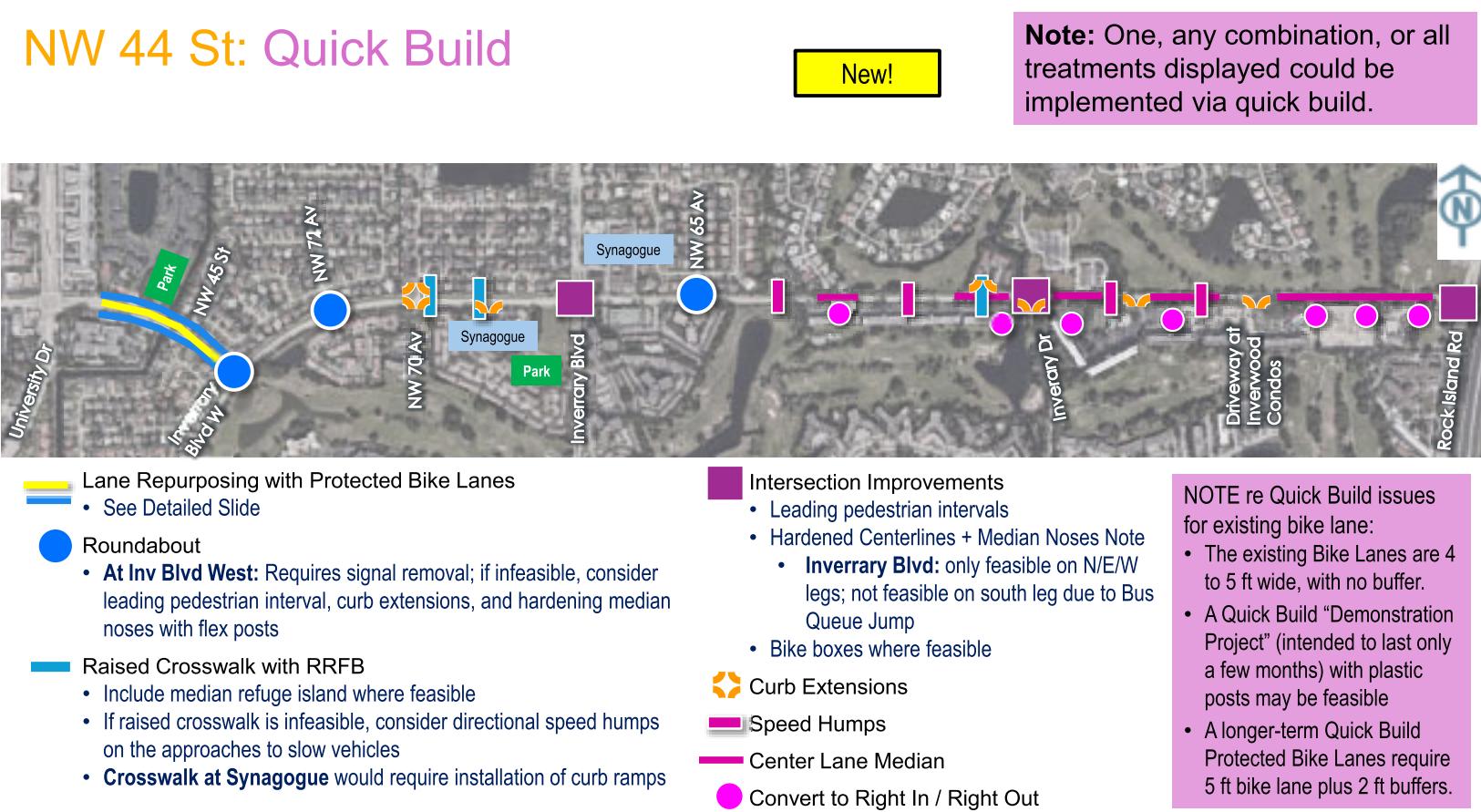
Previously: Rebuilt Median to 12 ft

Existing Conditions
Bus Stops
Speed Hump

Corridor Wide Recommendations
• Narrow Side Street Curb Radii with Curb Extensions
• Add Green Pavement Markings at Intersections and Driveways

Previously 8' Sidewalk

NW 44 St: Quick Build

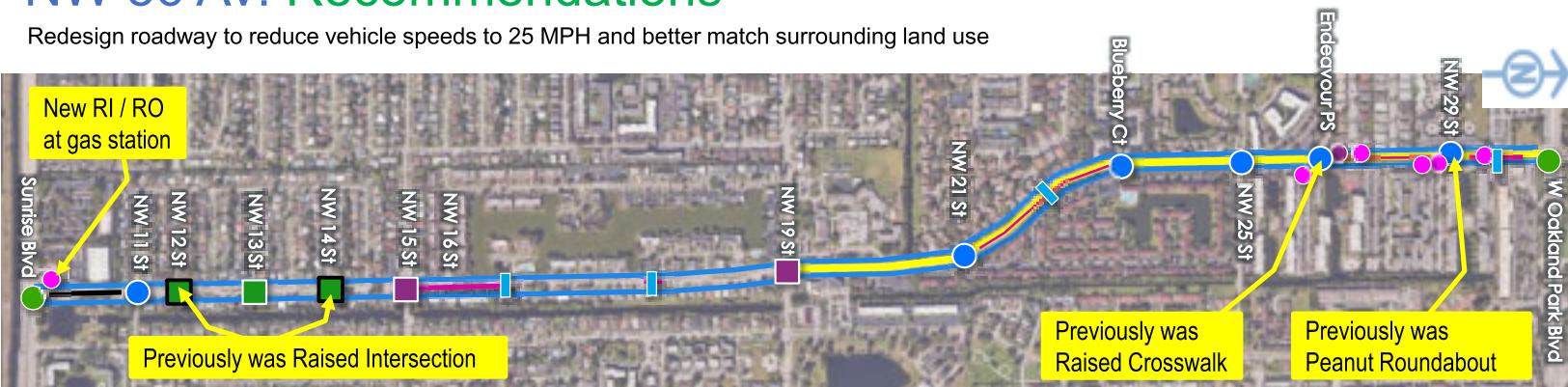


NW 56 Av



NW 56 Av: Recommendations

Redesign roadway to reduce vehicle speeds to 25 MPH and better match surrounding land use



Boundary Intersection Toolkit

Convert to Right in / Right out

Hardened Centerline
• Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd

Roundabout
• **North of NW 19 St:** May be feasible with existing lane configuration, with tapering to single lane prior to roundabout

Protected or Raised Bike Path
• **North of NW 19 St:** requires lane repurposing

Raised Intersection
• Can include RRFBs

Supplemental Raised Intersection
• Raised Crosswalk may be substituted

Intersection Improvements
• Bike Protected Intersection
• Median refuge islands
• Leading pedestrian intervals

Center Lane Median (Raised)

Raised Crosswalk with RRFB
• Co-located with center lane median, to provide pedestrian refuge

Lane Repurposing

• 3-Lane Segment from 350 ft south of Oakland Park Blvd to NW 19 St
• Reduce from 3 to 2-lanes
• **See detailed slide**

Move Bus stop
• Utilize RT lane for Endeavor PS as BCT Bus pull out

Corridor Wide Recommendations

• Narrow Side Street Curb Radii with Curb Extensions
• Add Green Pavement Markings at Intersections and Driveways

NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St

Typical Cross Sections

Existing



Quick Build Near Term



Proposed

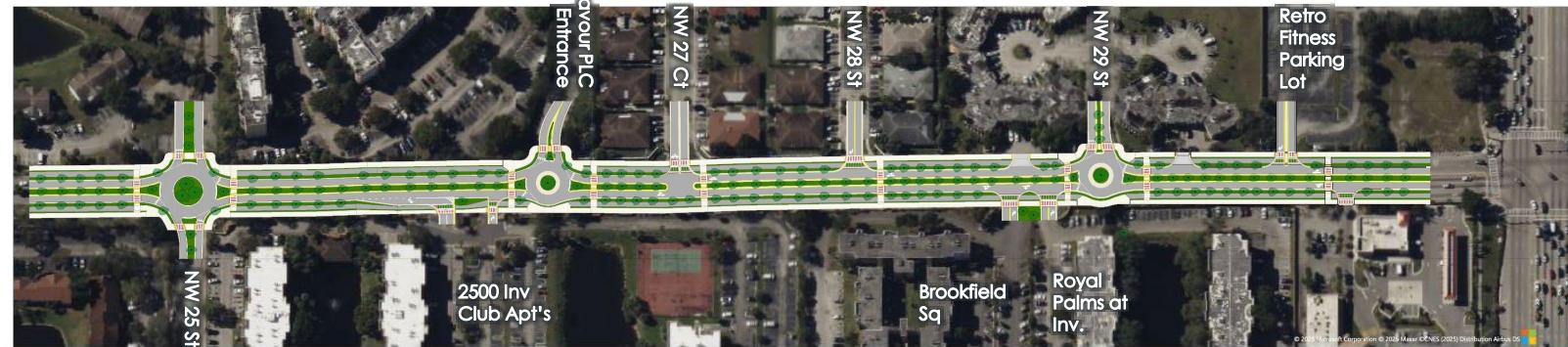


NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St



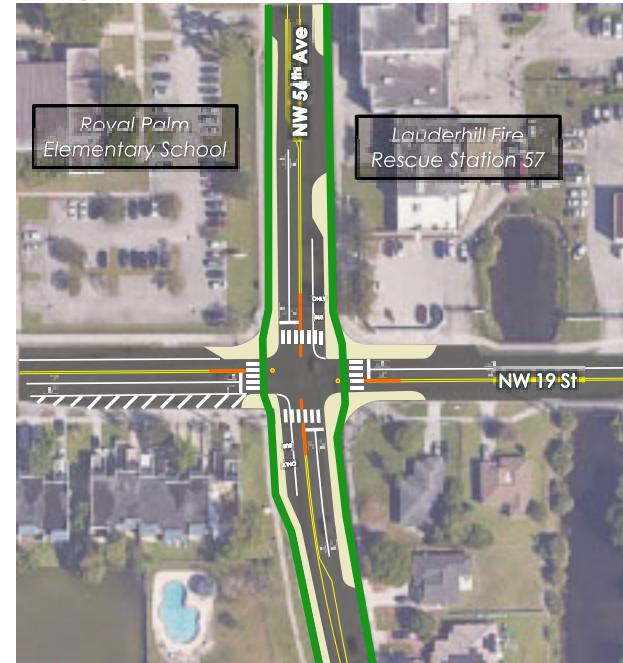
Draft Concept Drawing of Lane Repurposing + Roundabouts



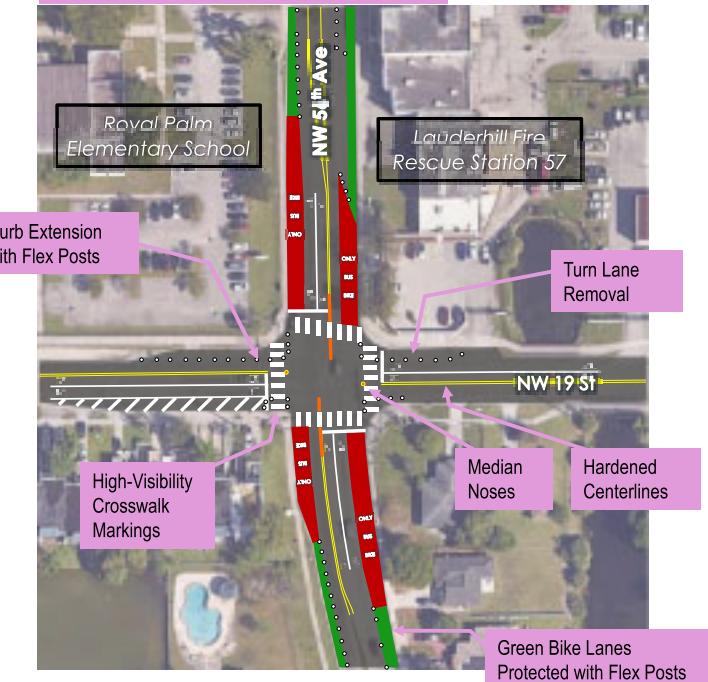
NW 56 Av: Recommendations for Intersection at NW 19 St

No Revision since SWG Mtg 6

Long Term

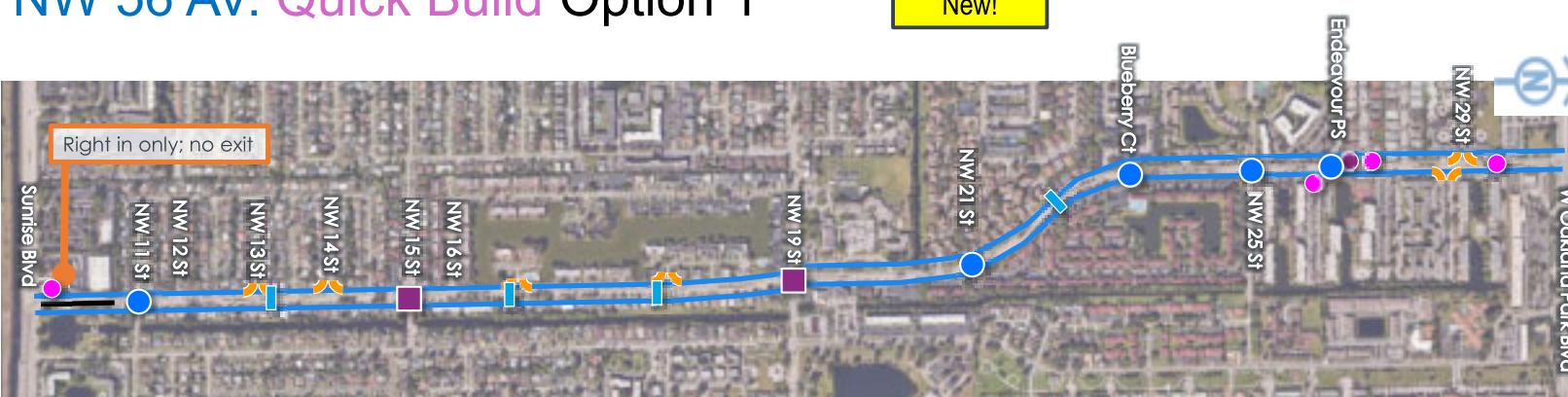


Quick Build / Near term



NW 56 Av: Quick Build Option 1

New!



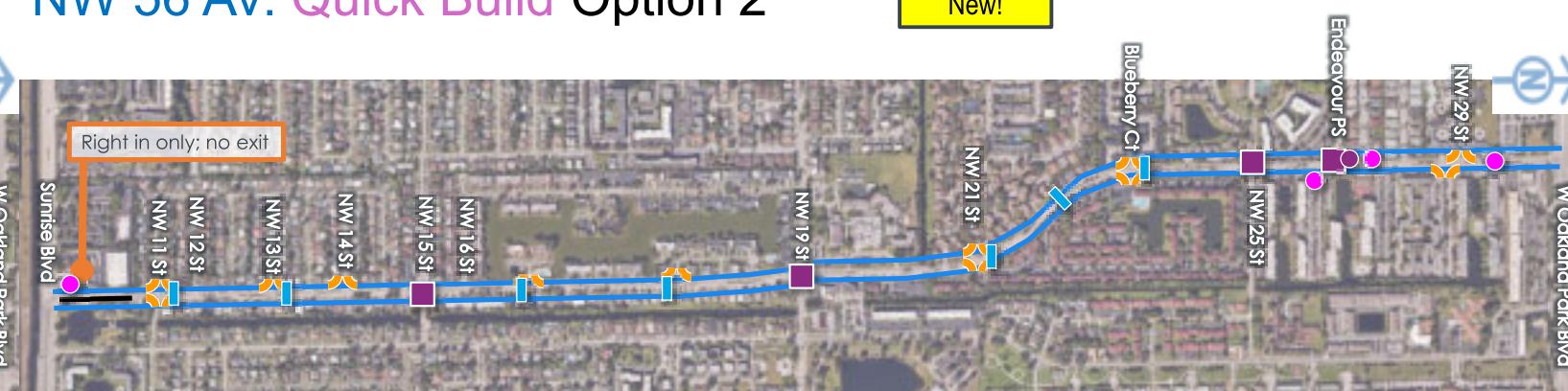
- Protected Bike Lanes
 - Use flex posts; See Lane Repurposing slide for option N of NW 19 St
- Roundabout (Option 1)
 - NW 11 St: Would require demolition of existing median
 - N. of NW 19 St: May be feasible at existing lane configuration but would require in-depth feasibility assessment
- Raised Crosswalk with RRFB
 - Include median refuge island where feasible
 - If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

- Intersection Improvements
 - Leading pedestrian intervals
 - Hardened Centerlines + Median Noses
 - Bike boxes where feasible
- Curb Extensions
- Hardened Centerline
 - Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd
- Convert to Right In / Right Out
- Move Bus Stop

Note: One, any combination, or all treatments displayed could be implemented via quick build.

NW 56 Av: Quick Build Option 2

New!

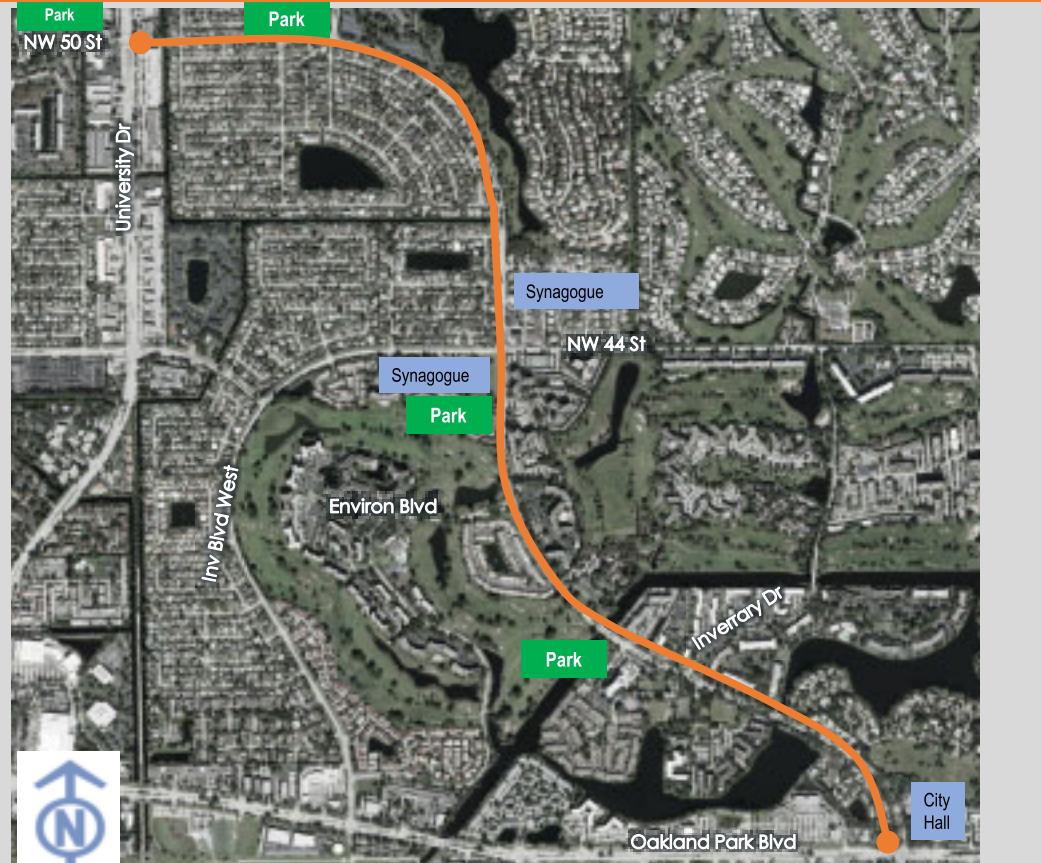


- Protected Bike Lanes
 - Use flex posts; See Lane Repurposing slide for option N of NW 19 St
- Raised Crosswalk with RRFB
 - Include median refuge island where feasible
 - If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

- Intersection Improvements
 - Leading pedestrian intervals
 - Hardened Centerlines + Median Noses
 - Bike boxes where feasible
- Curb Extensions
- Hardened Centerline
 - Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd
- Convert to Right In / Right Out
- Move Bus Stop

Note: One, any combination, or all treatments displayed could be implemented via quick build.

Inverrary Blvd



Inverrary Blvd: Recommendations

Redesign roadway to reduce vehicle speeds to 25 MPH

Lane Repurposing

- North of NW 44 St
- Reduce from four to two-lanes
- Required to implement Roundabouts
- See Detailed slide

Raised Bikeway

Center Lane Median

- Maintaining existing 12 ft medians throughout Inverrary Blvd.

Roundabout

- Requires Lane Repurposing
- Includes raised crosswalks

Convert to Right in / Right out

Raised Intersection with RRFB or Ped. Signal

Intersection Improvements

- Bike Protected Intersection
- Median refuge islands
- Leading pedestrian intervals

Shared Use Path

- South of NW 44 St
- See Detailed Slides

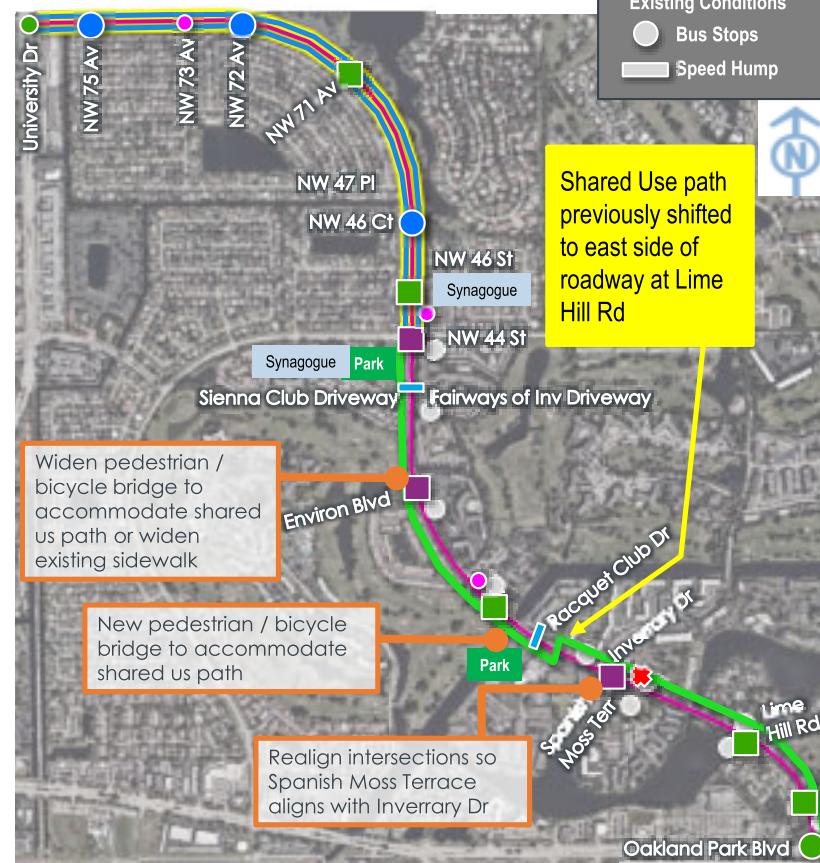
Raised Crosswalk with RRFB or Ped. Signal

Eliminate Bus Stop

Boundary Intersection Toolkit

Corridor Wide Recommendations

- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways
- Evaluate Lighting

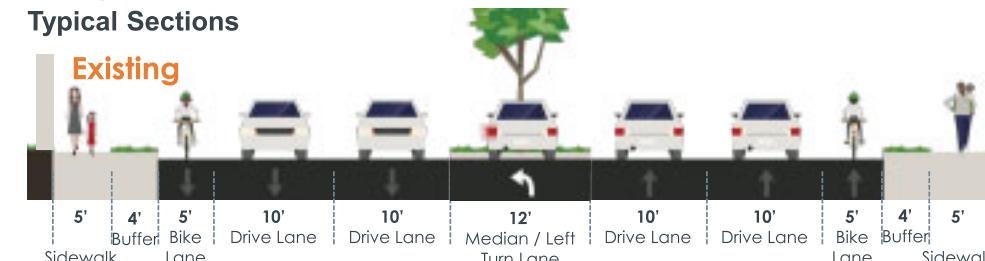


Inverrary Blvd (N of NW 44th): Lane Repurposing



Typical Sections

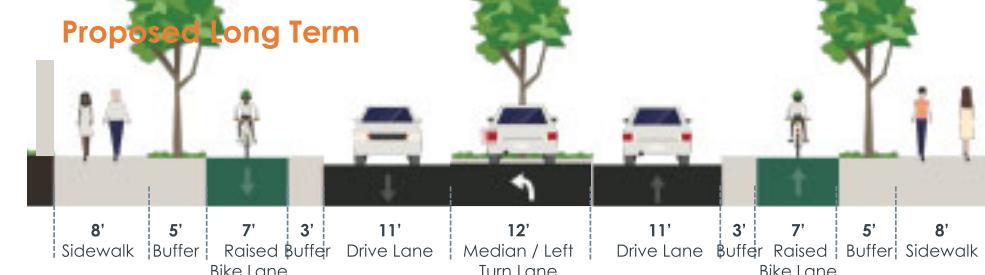
Existing



Quick Build Near Term



Proposed Long Term



Recommendations

- Repurpose 1 NB and 1 SB Lane
 - Widened sidewalks (8 ft)
 - Bike Lane widened to 7 ft + raised to same elevation at sidewalk
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be hard scaped)
- Maintain existing median, left turn lane
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Lauderhill TMP: Potential Solutions Facility Dimension Guidance

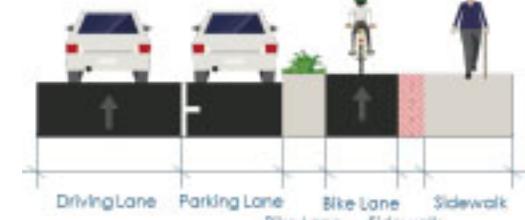
Lane	Minimum Dimensions		
	One-Way Separated Bikeway	Two-Way Separated Bikeway	Shared Use Path
Driving Lane	10' minimum 11' minimum if a transit route		
Parking Lane	7' minimum		
Buffer for Bike Lane or Shared Use Path	2' minimum without parking 3' minimum with parking 6'-8' preferred	5' minimum 2' minimum for urban side path (see below for more info)	
Bike Lane or Shared Use Path	5' minimum 7' preferred	8' minimum 10-12' preferred	10' minimum (limited ROW)* 12' standard **8' allowed for short segments
Buffer for Sidewalk	1' minimum 2' preferred		N/A
Sidewalk	5' minimum		N/A

Sources: Florida Design Manual, NACTO

Urban Side Paths

The FDM permits urban side paths in C2T, C4, C5, and C6 context classifications with street design speeds of 35 MPH or lower.

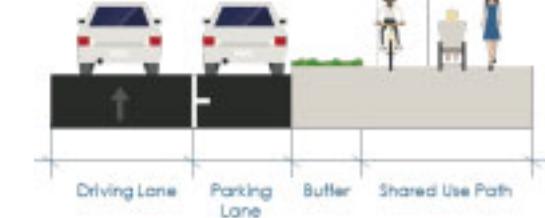
One-Way Separated Bikeway



Two-Way Separated Bikeway



Shared Use Path



Inverrary Blvd (S of NW 44 St): Right of Way Constraints

Discussion

- Can a Shared Use Path fit on both sides of the road?
- Minimum dimensions:
 - 5 buffer (2' if Side Path)
 - 10' Path (12' preferred, 8' for short segments)
 - Context Class: C3R (Urban Side Path does not apply)

Constrained On...

- East Side
- West Side
- Both Sides

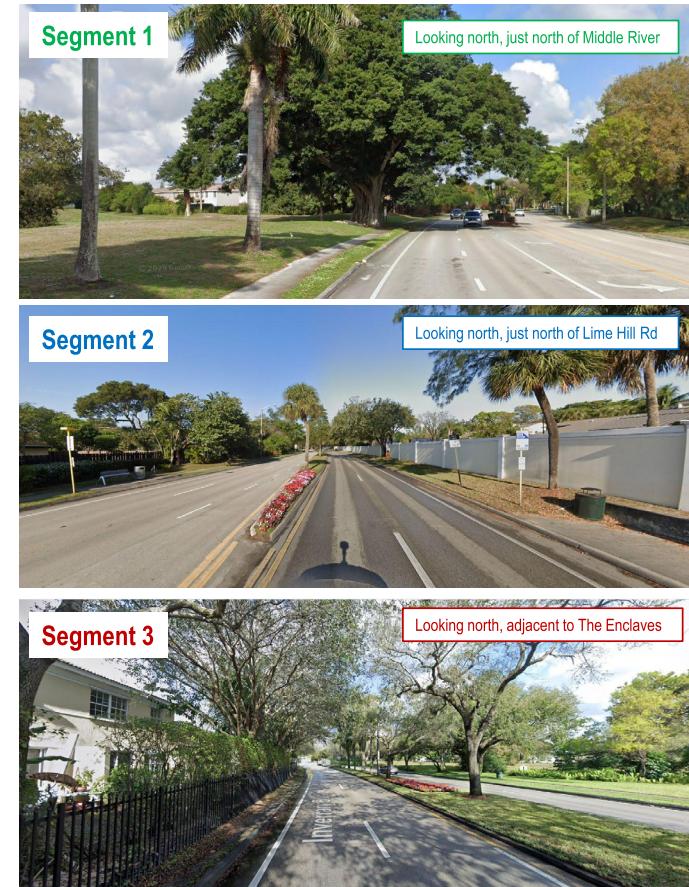
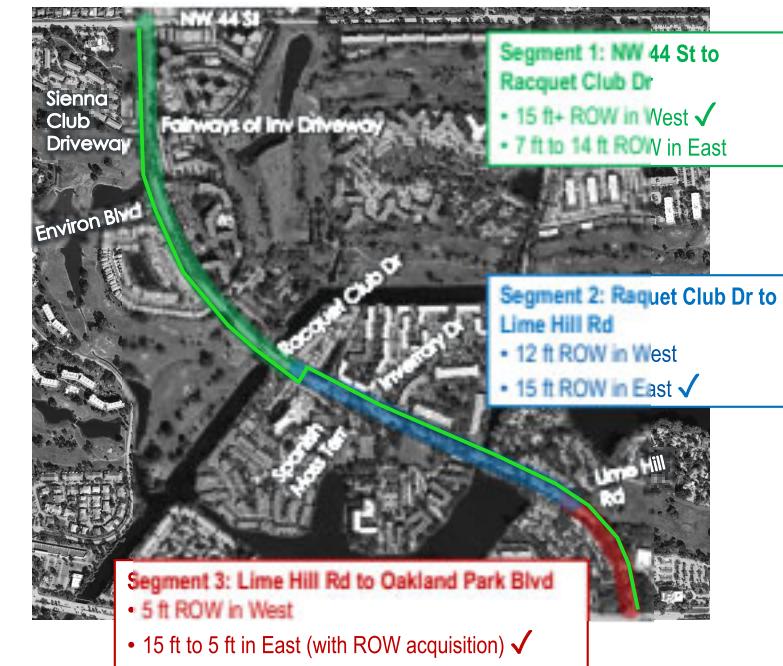


Segment	West Side			East Side			Design Exception Needed
	ROW Width	Path	Buffer	ROW Width	Path	Buffer	
NW 44 St to Sienna Club Dr	15'+	10'	5'+	7'			Not feasible
Sienna Club Dr to Environ Blvd	15'+	10'	5'+	12'	8'	4'	East Side
Environ Blvd to Racquet Club Dr	15'	10'	5'	14'	10'	4'	East Side
Racquet Club Dr to Lime Hill Rd	12'	8'	4'	15'	10'	5'	West Side
Lime Hill Rd to City Hall Driveway	5'			18'	12'	6'	No
City Hall Driveway to Oakland Park Blvd	5'			Not feasible without additional ROW; meets standards with			No

Inverrary Blvd: S of NW 44 St

3 different segments for pedestrian facilities

- 80 ft ROW (Inverrary County Club Plat 70-46)
- 4 Travel Lanes + Center Lane Median / Left Turn

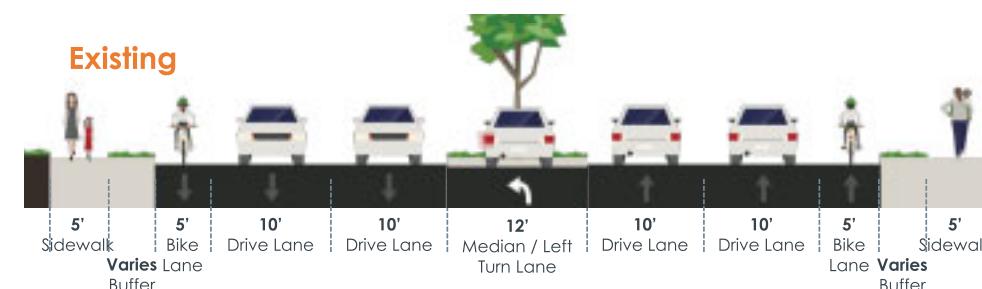


Inverrary Blvd (S of NW 44 St): NW 44 St to Racquet Club Dr

Segment 1



Typical Section North of Racquet Club Dr



Proposed Long Term Option A – No Bike Lane



Recommendations

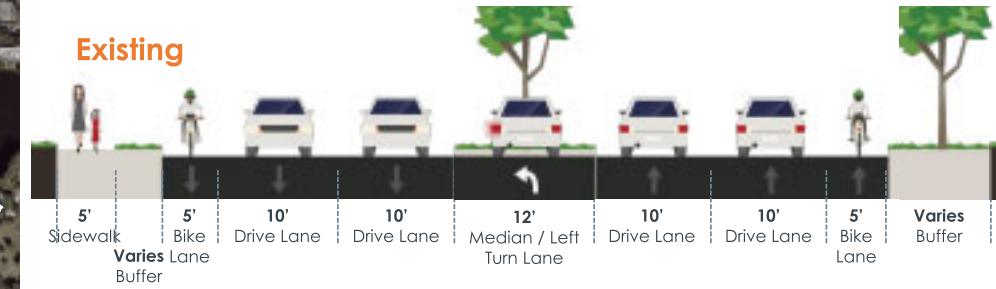
- Shared use path to be built on **WEST** side of the road
- Due to ROW constraint in east ROW between NW 44 St and Sienna Club Dr (7 ft), recommendation is to move the curb to reduce ROW width and remove on-street bike lane

Inverrary Blvd (S of NW 44 St): Racquet Club Dr to Lime Hill Rd

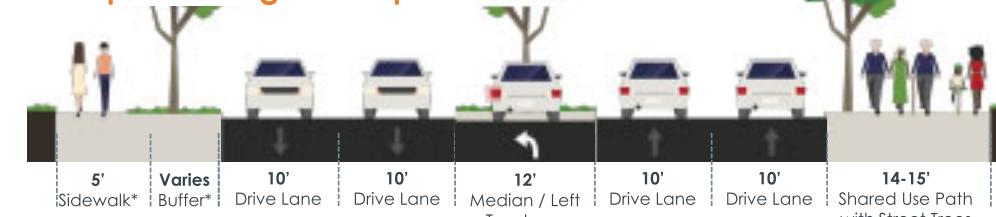
Segment 2



Typical Section From Racquet Club Dr to Lime Hill Rd



Proposed Long Term Option A – No Bike Lane



Recommendations

- Shared use path to be built on **EAST** side of the road.
- May require removal or relocation of existing trees in east ROW.
- West ROW is constrained to 12 ft width. Design exception would be needed for shared use path.
- West side curb is extended to existing bike lane in order to accommodate wider landscape buffer and narrow roadway.

Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Adjacent property Ownership



Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Adjacent property Ownership



Lime Hill Rd to City Hall Parking Lot

- ROW Acquisition needed (FDOT & Inv Assoc Inc)
- Roadway Shifts approx. 5 ft to east
- Existing Landscape Median to be removed (new median built)

Area abutting City-Owned Property

- No ROW Acquisition needed
- Based on cursory BCPA review, roadway may not need to shift in this location.
- Existing Landscape Median to remain
- West: Sufficient space exists adjacent to Enclave Ln and abutting property to accommodate sidewalk
- East: Shared Use Path on city-owned property

Area abutting Inv Assoc Inc / water features

- ROW Acquisition needed
- Roadway would not need to shift in this location.
- Existing Landscape Median to remain

Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Water features at Inverrary Blvd just north of Oakland Park Blvd constrain the roadway from 80 feet to 65 feet;

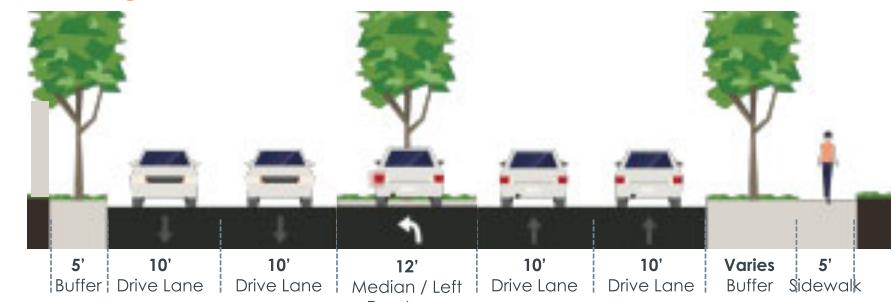
Recommendations

Long term condition – With Right of Way Acquisition

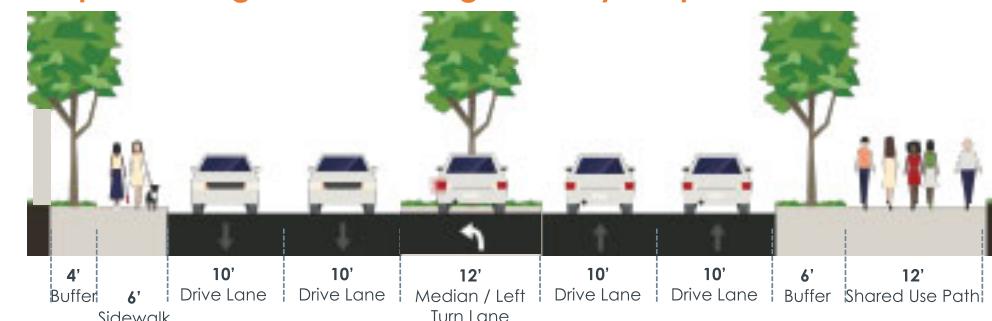
- Shared use path to be built on **EAST** side of the road.
- Sidewalk on West side of roadway
- Removal and rebuild of center lane median adjacent to The Enclaves (north of City Hall driveway)
- Retain existing landscaped median at Oakland Park Blvd to City Hall Driveway
- Rebuild of water feature parcels to accommodate sidewalk and shared use path.
- Note: Additional ROW may also accommodate additional travel / turn lanes onto Oakland Park Blvd (not assessed by TMP)*
- Note: This section requires shifting of travel lanes approximately 5' east; if this is not feasible, western sidewalk would be omitted where space is constrained*

Typical Section South of Lime Hill Rd

Existing



Proposed Long Term – With Right of Way Acquisition*



*If right of way acquisition is not pursued, there would be no space for a sidewalk on the west side of the road and the shared use path on the east side of the road would end at Lime Hill Rd.

Inverrary Blvd: Quick Build

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

Lane Repurposing with Protected Bike Lanes

• See detailed slide

Raised Crosswalk with RRFB

- Co-located with center lane median, to provide pedestrian refuge
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

Curb Extensions

- Slows down turning vehicles

Convert to Right in / Right out

Note: One, any combination, or all treatments displayed could be implemented via quick build.

