

Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward County**
Project Introduction



October 31, 2024

BrowardMPO.org

Agenda

1. Lauderhill TMP: Basic Information
 - Agency Introductions
 - TMP Purpose
 - TMP Schedule
 - (Re) Validation of City Transportation Plan
 - Current Status
2. About Lauderhill
 - Youthful City
 - City of Elders
 - Other Notable Information
 - Lauderhill TMP Vision
 - Roadway Jurisdiction
3. Discussion
 - Planned Improvements and Studies
 - (Re) Validation
4. Next Steps



Introductions

MPO Staff:

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



Karen Friedman
Senior Planner



Andrew Riddle
Community Planning Manager

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*

TMP *multimodal* project categories:

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

The TMP is *not* intended to:

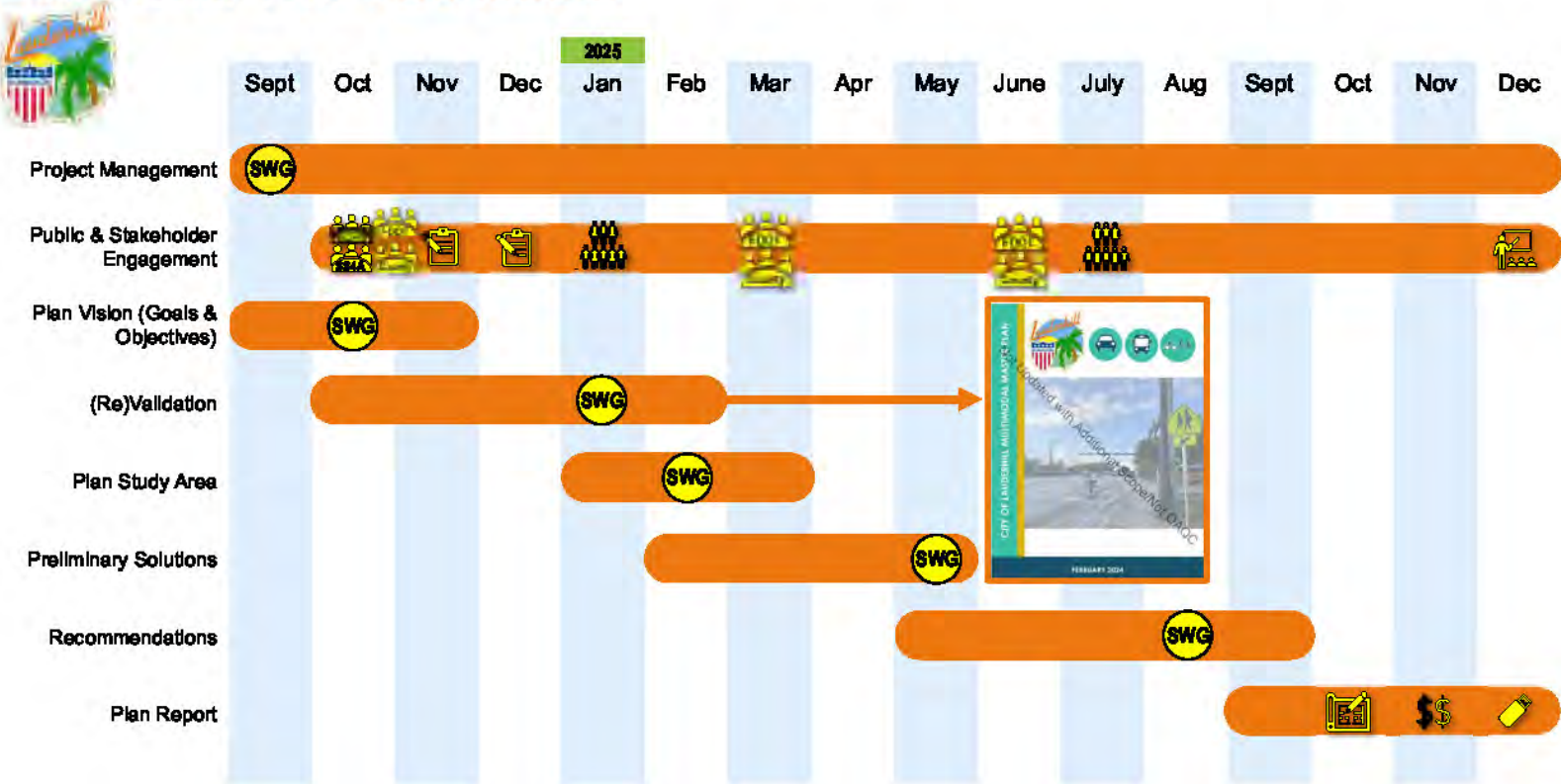
- Manage roadway congestion
- Assess projects of a scale or complexity that would require a feasibility study



BrowardMPO.org



Lauderhill TMP: Schedule



(Re)Validation / General Reflections



NW Plan:

- Completed June 2021
- Study Area: Commercial Blvd to Oakland Pk Blvd; Rock Island Rd to Pine Island Rd
- 8 Study Roadways
- 11 Study Intersections

Citywide Plan:

- Completed Feb. 2024
- Study Area: Commercial Blvd to Oakland Pk Blvd; Rock Island Rd to Pine Island Rd
- 14 Study Roadways
- 9 Study Intersections
- 4 Network Enhancements

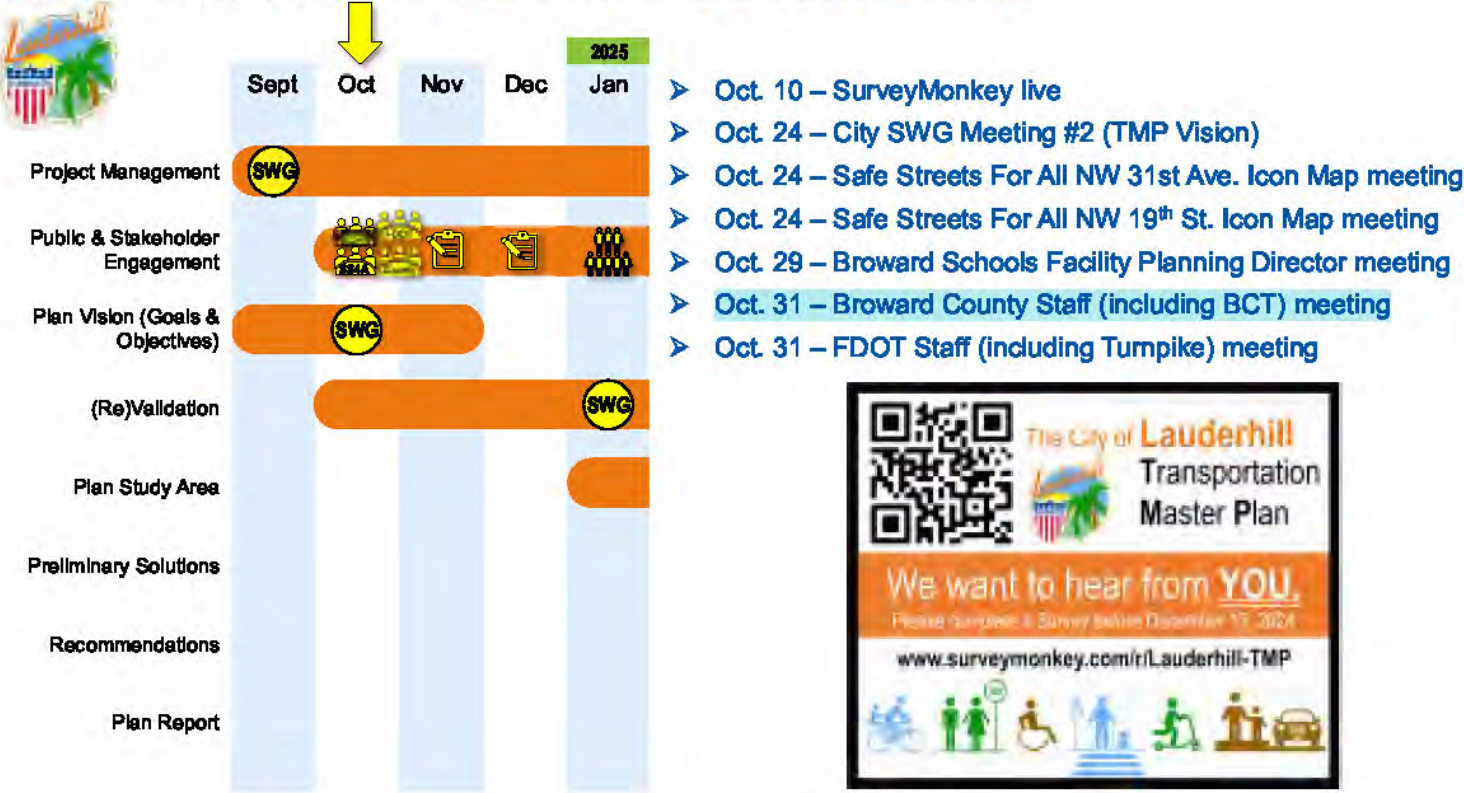
Overview of Recommendations

- Recommendations to address vehicular delay**
 - Extending left and right turn lanes
 - Signal timing optimization
 - Addition of new turn lanes, including double left turn lanes
 - Addition of acceleration lanes
 - Eliminating no right turn on red
- Recommendations to address pedestrian travel**
 - Sidewalk gap closure
 - New multi-use paths
- Recommendations to address pedestrian crossings**
 - Addition of pedestrian countdown signals
 - ADA improvements (adding detectable warnings)
 - Upgrade of crosswalks to high visibility
- Recommendations to address bike travel**
 - Addition of standard bike lanes (in one location)
 - New multi-use paths
- Recommendations to address transit**
 - Bus route extension
 - Installation of shelters or benches
 - Removal of one transit stop

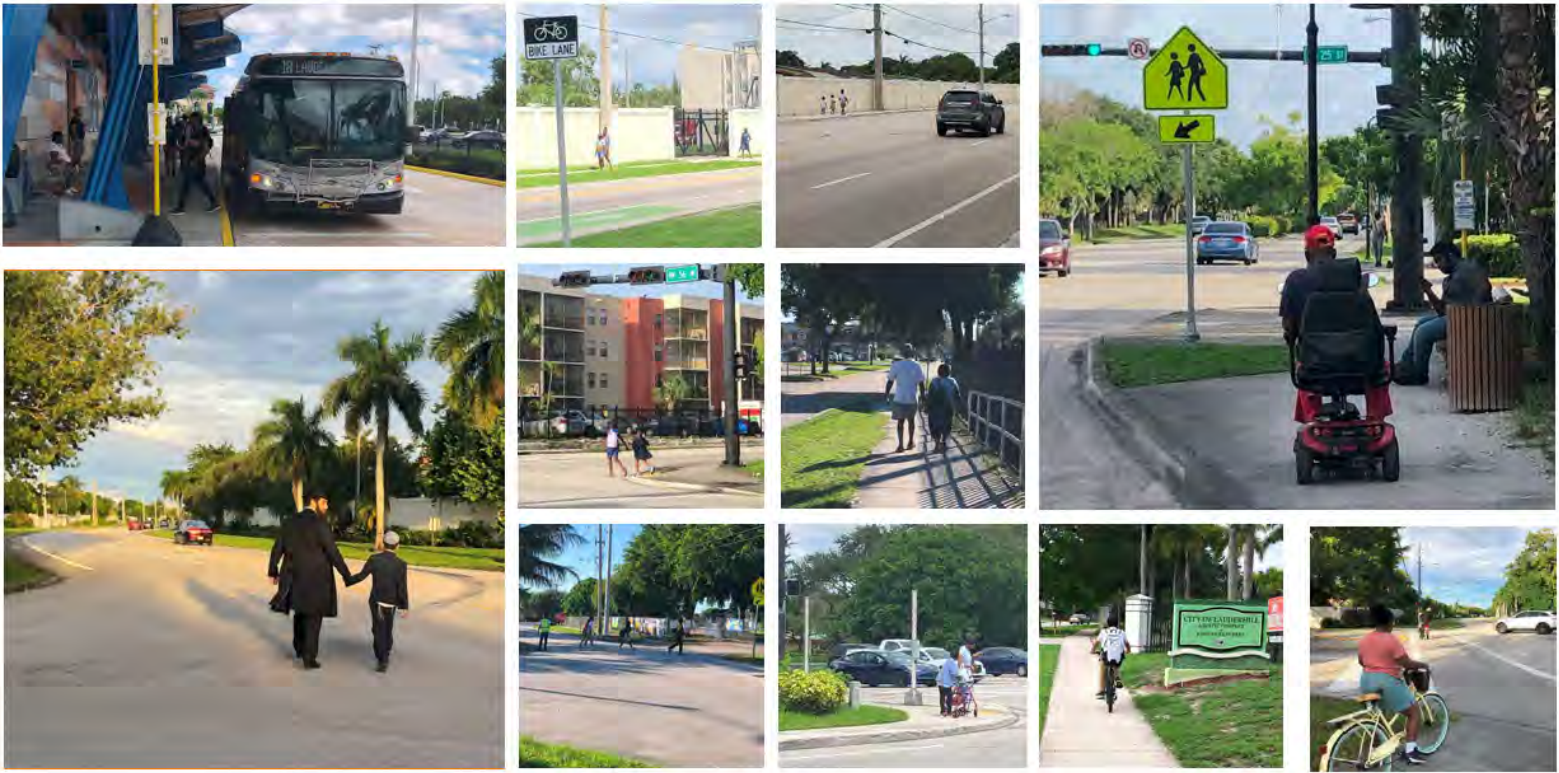
Summary of Recommendations

- Recommendations are not considered in relation to each other. For example, how does the addition of a double left turn lane or right turn permissive phase impact people walking?
- Recommendations do not seem to address crash history, especially as related to walking and biking crashes.
- Generally the recommendations are vehicle focused.
- Additional bus stop recommendations likely to be carried forward but may change based on further study.
- Limited discussion of pedestrian crossing enhancements other than high emphasis crosswalks.
- Limited discussion of bike facilities at intersections.
- No discussion of bike level of stress; bike recommendations likely not all ages and abilities.
- No discussion of crossing needs outside of currently signalized intersections.
- No discussion of intersections outside of study network. Should be considered for segments at a minimum.
- Limited discussion of bike facilities in southeastern half of city.

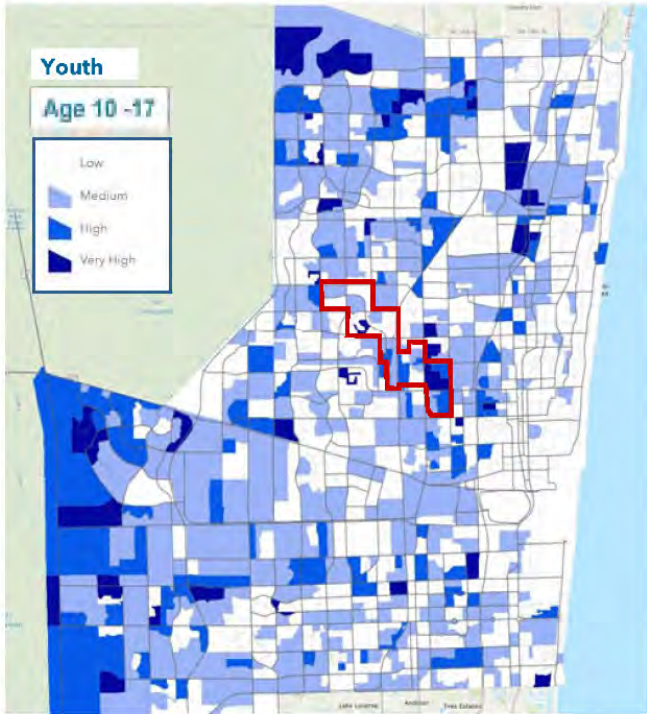
Lauderhill TMP: Schedule – Current Status



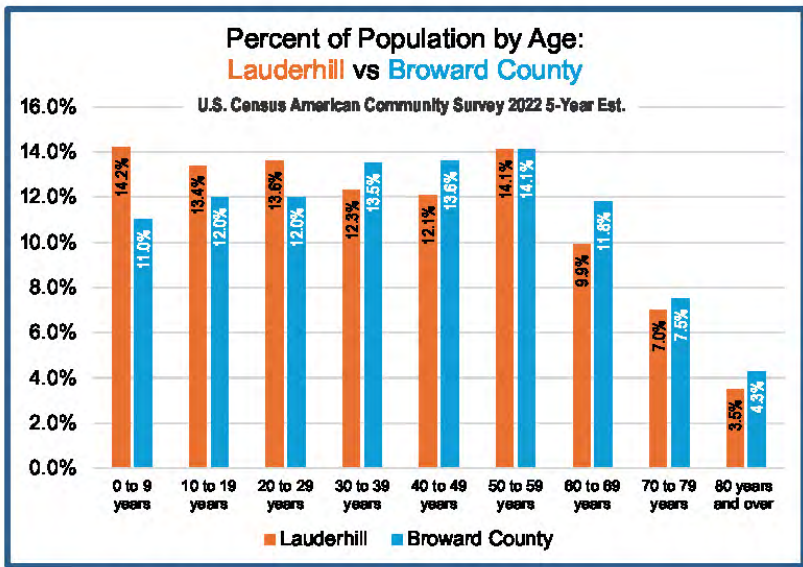
About Lauderhill.....



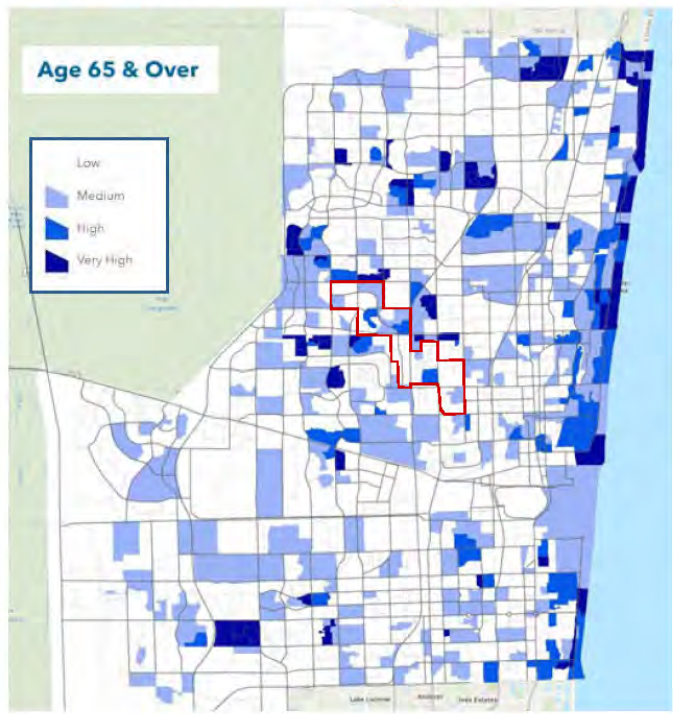
Lauderhill TMP: Youthful City



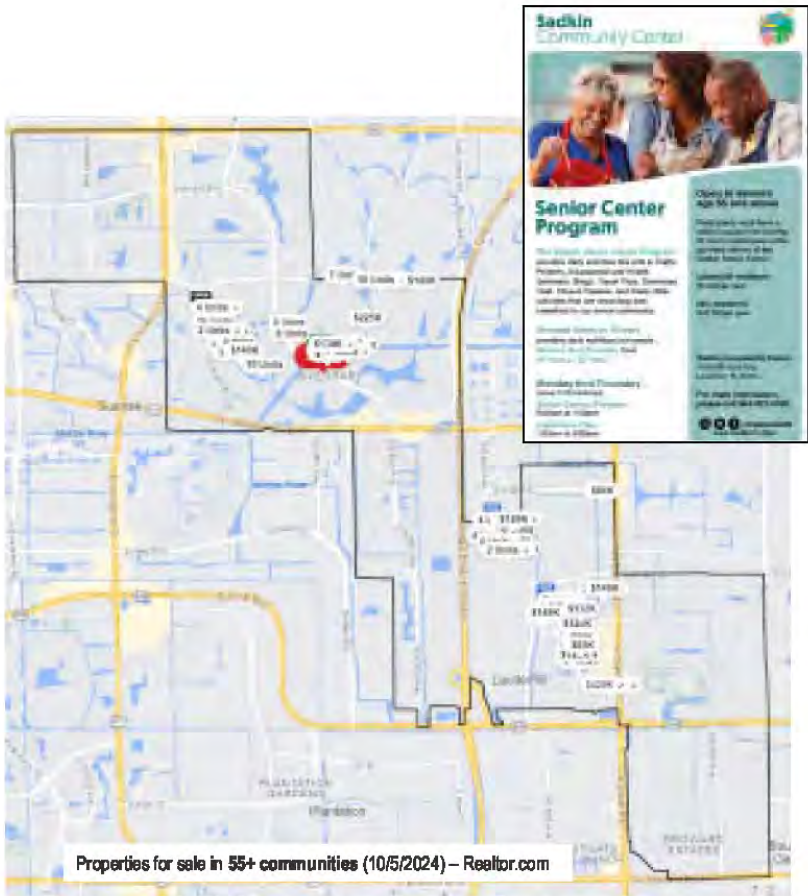
These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Lauderhill TMP: City for Elders

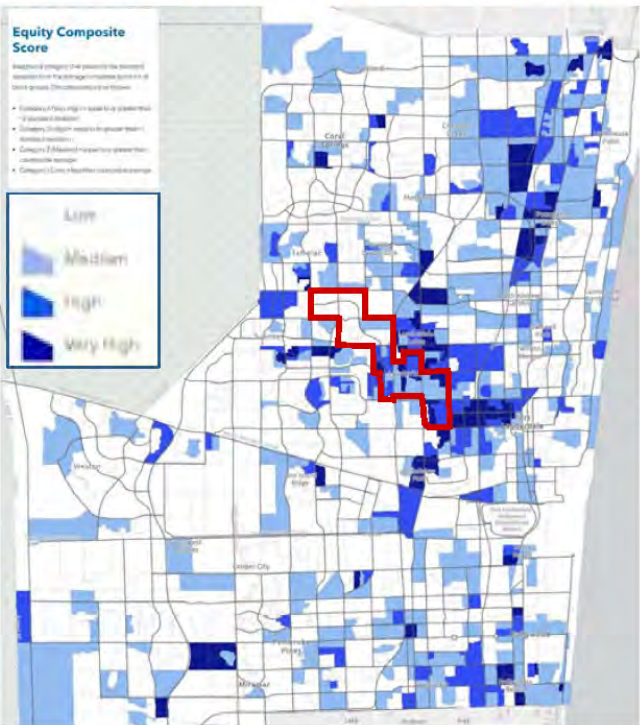


These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Properties for sale in 55+ communities (10/5/2024) – Realtor.com

Lauderhill TMP: Other Notable Numbers

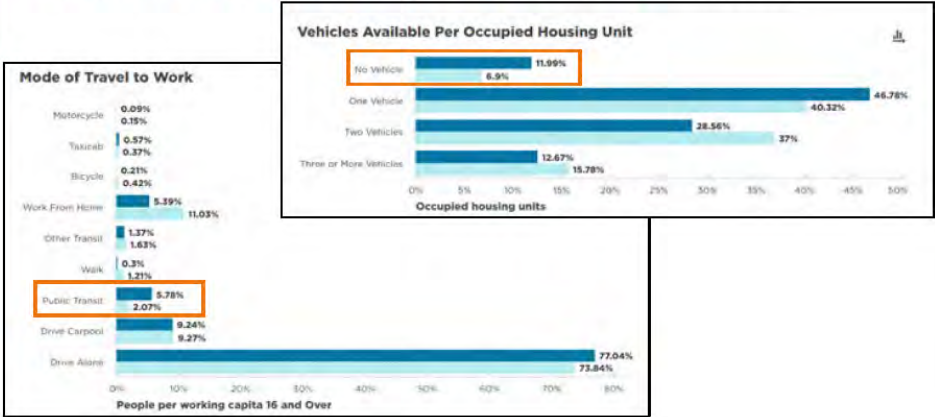


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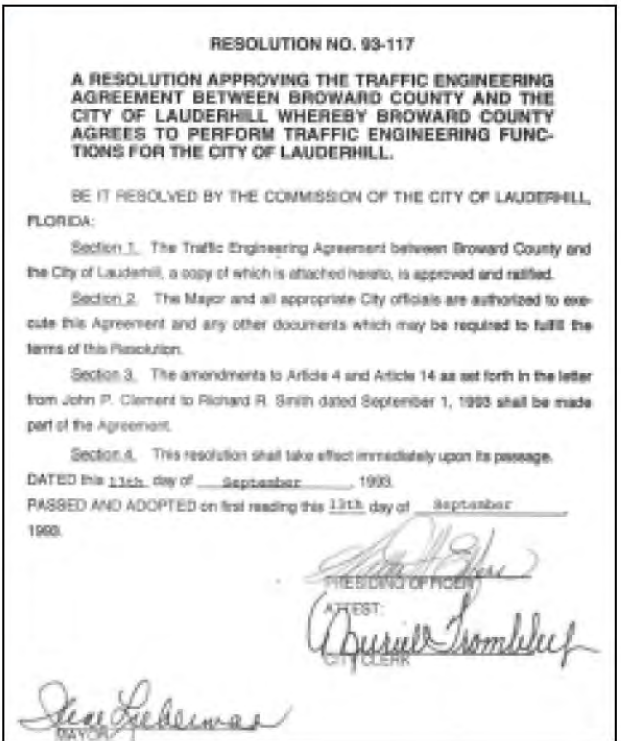
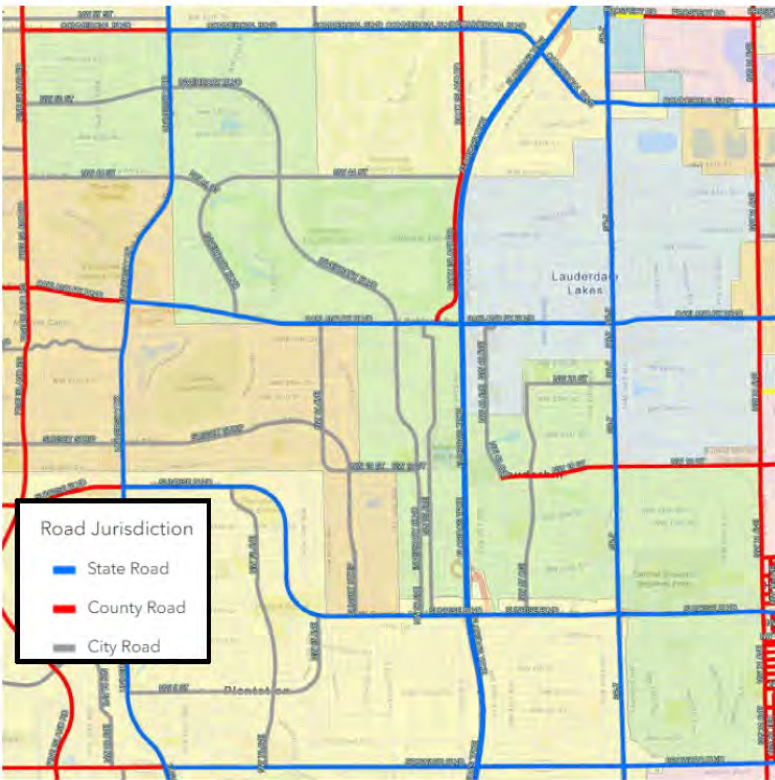
- 7 Community Shuttle Routes
- 2 Hassidic synagogues at Inverrary Dr & NW 44 St
- 9 Broward Public Schools:

	In City	Boundary Zones
Elementary	7	12
Middle	2	5
High	1	4

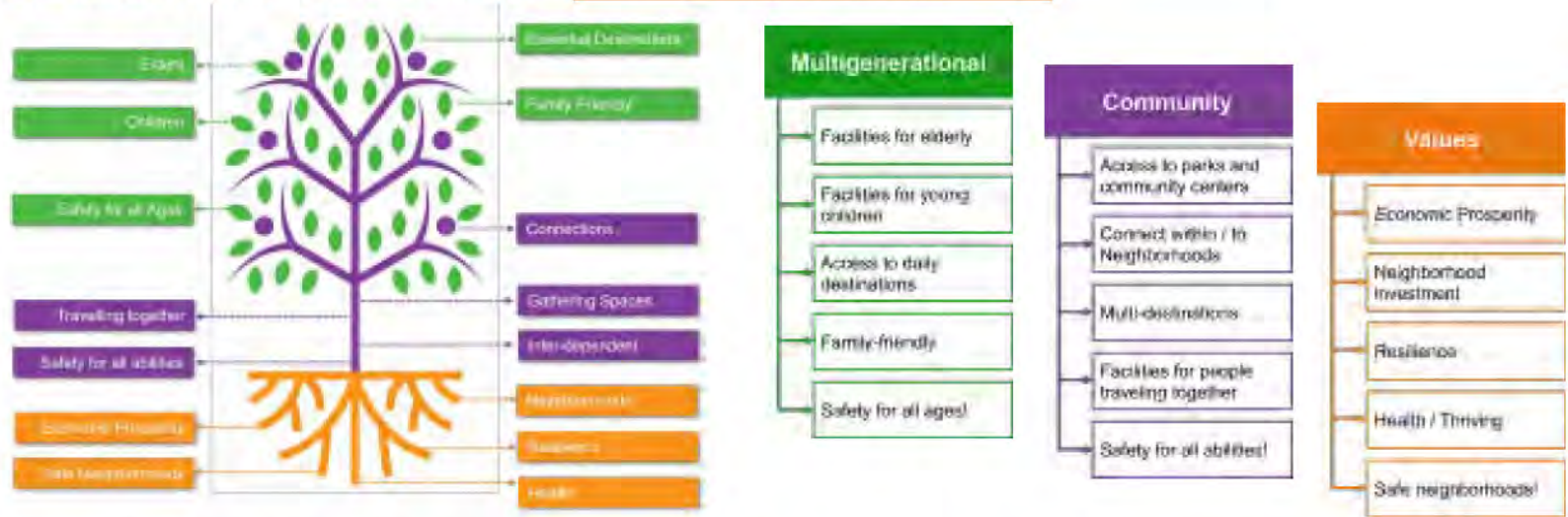
- 2 Libraries
- 26 Parks & Community Centers
- Travel Trends (City vs County)



Lauderhill TMP: Roadway Jurisdiction

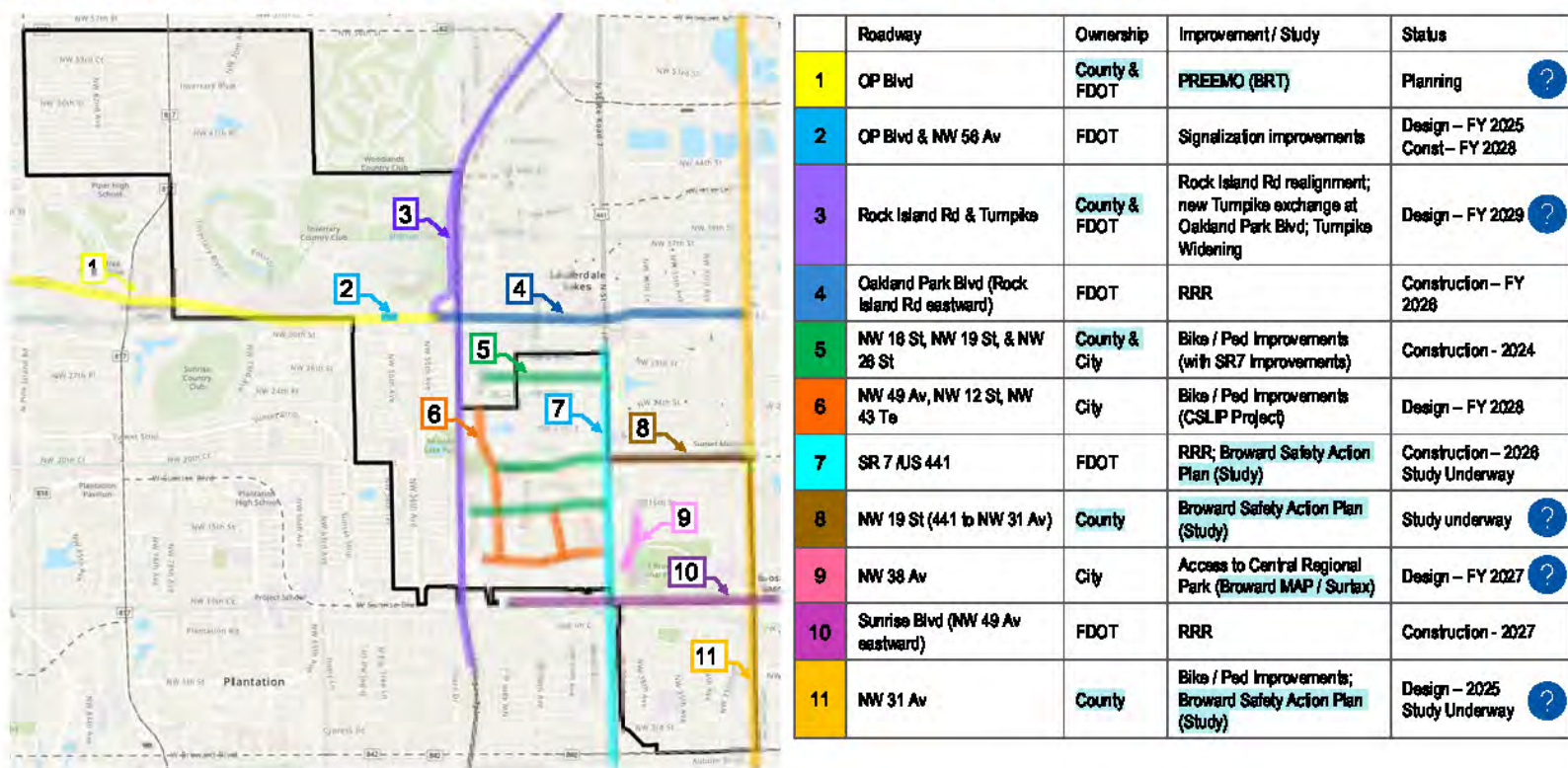


Lauderhill TMP: Vision rooted in the values of family

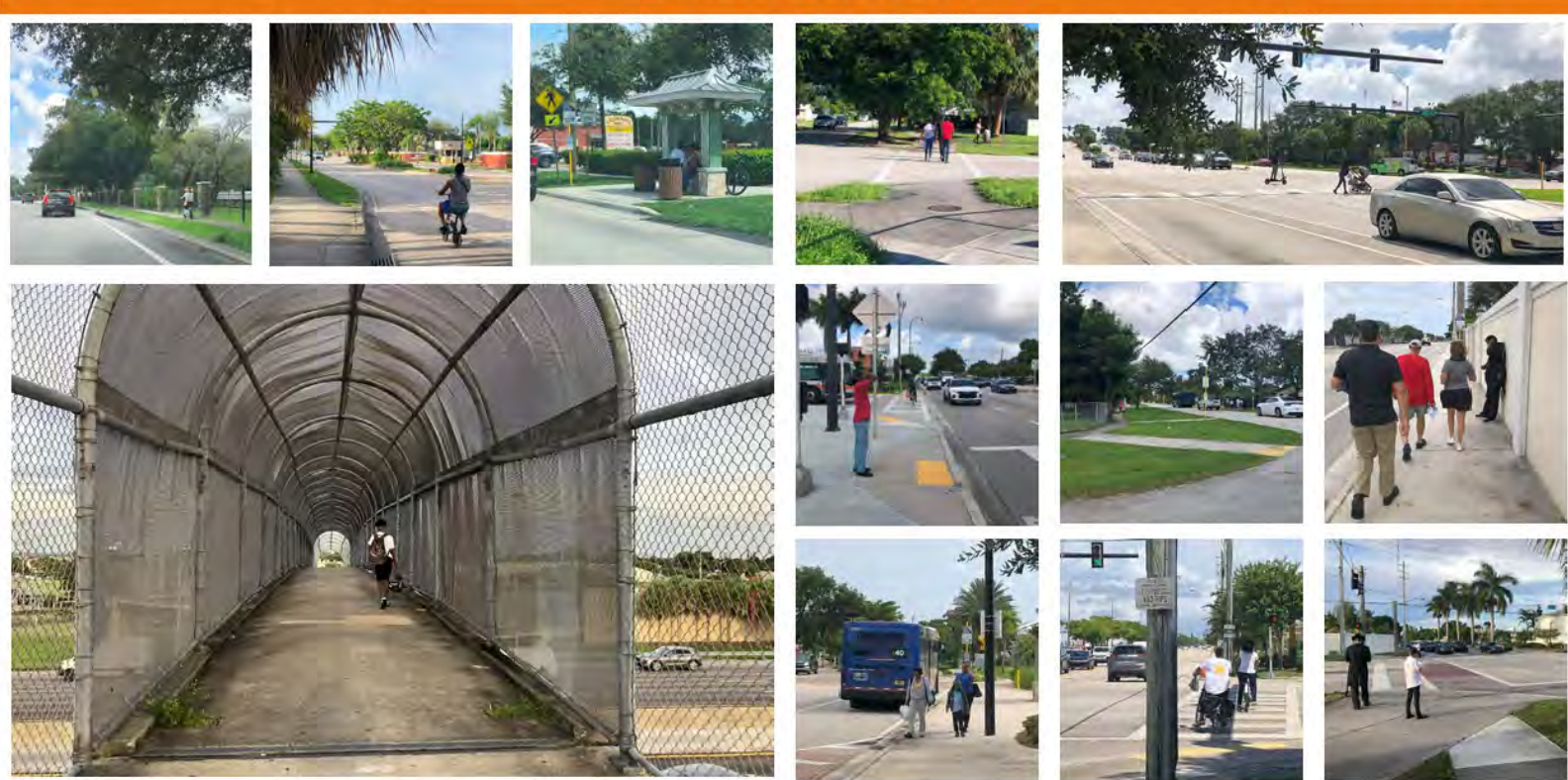


The Vision of the Lauderhill Transportation Master Plan is to ensure the City's transportation system is rooted in the values of family. The TMP is intended to identify improvements that create safe and family-friendly multimodal transportation facilities. The TMP recognizes that the City's transportation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

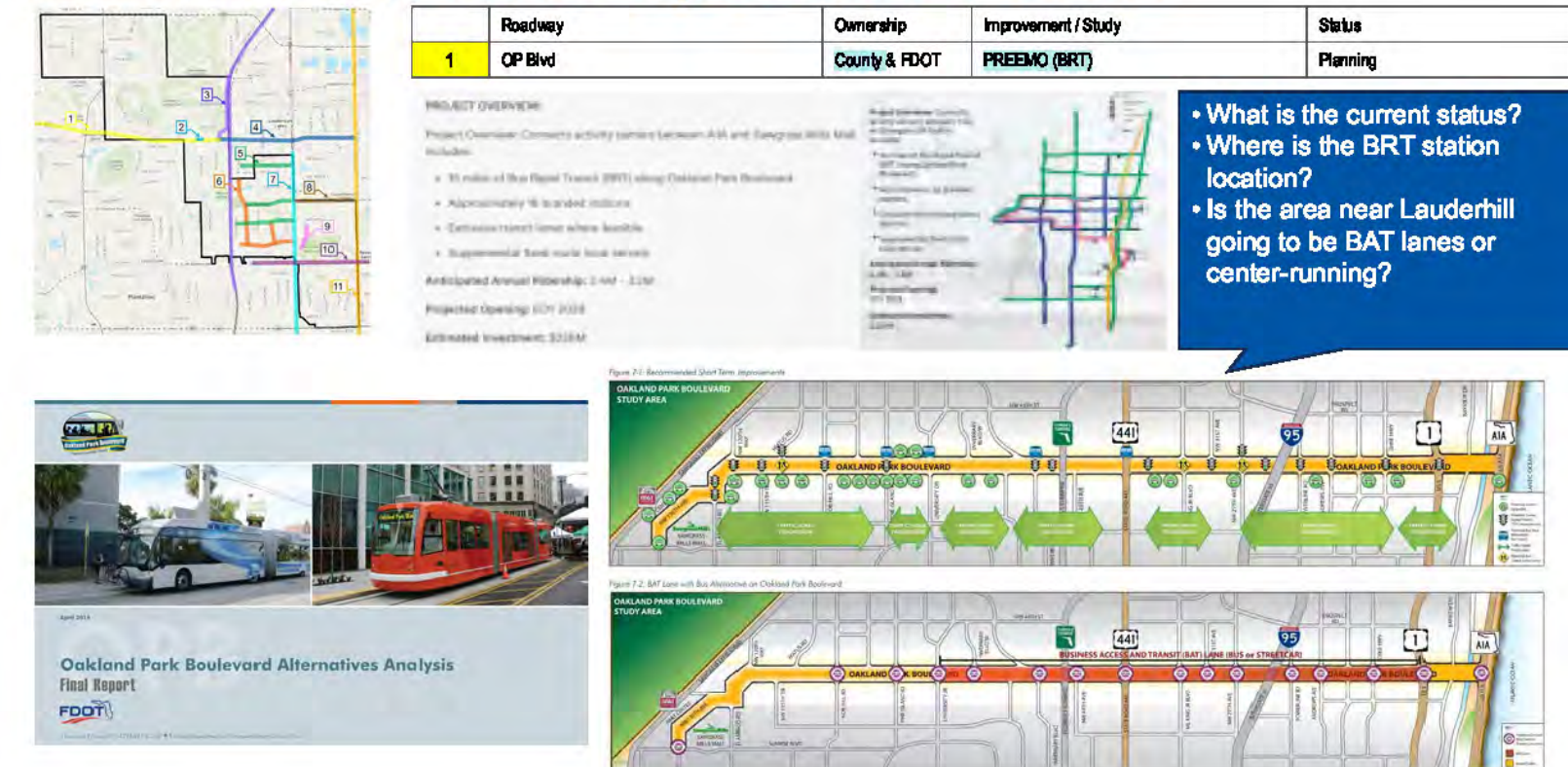
Lauderhill TMP: Planned Improvements / Studies



Discussion



Lauderhill TMP: Planned Improvements / Studies



Lauderhill TMP: Planned Improvements / Studies



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

	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



Lauderhill TMP: Planned Improvements / Studies



- Has the County identified funding for design or construction for NW 19 St?

	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



- What is the current status?
- Who is the PM for this project?
- Can we get copies of this plan?

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

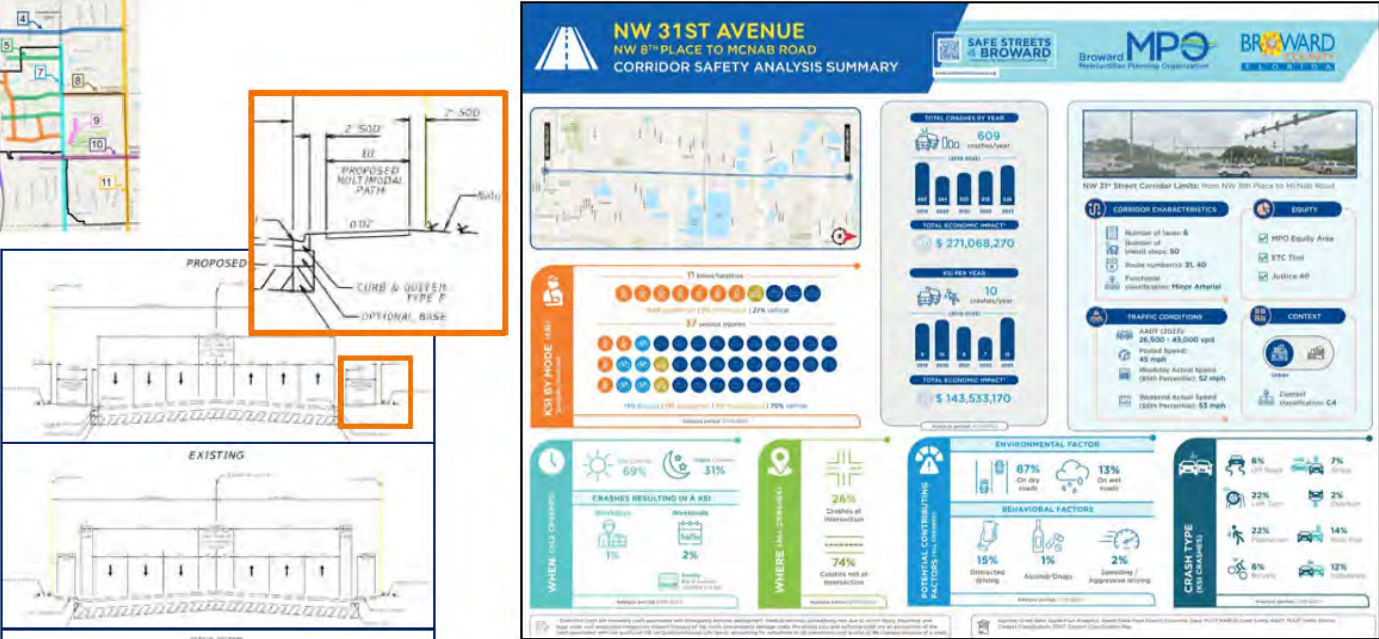


Lauderhill TMP: Planned Improvements / Studies



- What is the County's schedule for design?
- Will there be public meetings?

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



NW Plan: Network Recommendations Concepts

Middle River Trail Extension (From Citywide Plan – Network Enhancements)



Plan Recommendation: Construct Shared Use Path and pedestrian bridge over turnpike and Inverrary Drive; add crossing enhancements
Comments: Agree with recommendations; may enhance based on existing conditions analysis if appropriate

Citywide Plan: Network Recommendations Concepts

NW 19th Street Extension



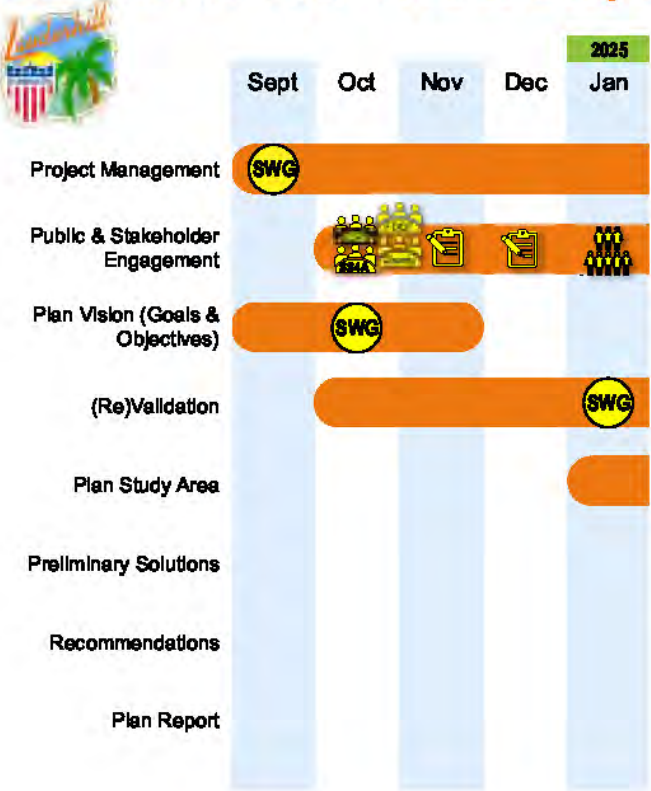
Plan Recommendation: Replace pedestrian bridge over Turnpike with full street; add wide sidewalk on one side of the road
Comments: No bike lane; sidewalk on only one side; consider utilizing Environmental Department property to reach NW 49th Ave instead of condemning house

NW 38th Avenue Pedestrian Bridge



Plan Recommendation: Add pedestrian bridge over Sunrise Blvd
Comments: Unclear if / how people biking will be accommodated

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. Refine Goals and Objectives + Develop TMP Evaluation Framework:
 - Complete (Re) Validation of McMahon Plan Recommendations
 - Prepare Citywide, high level existing conditions assessment
4. Data Collection + Field Visits (Ongoing)
5. Analyze Results of TMP Survey (Survey closes Dec 15th)

Next Steps with Broward County

- Provide feedback on City's NW & Citywide Transportation Plan
- January 2025 – Invited to TMP Community Meetings
- March 2025 – Meeting to present Plan Study Area Roadways + Existing Conditions



Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward County**
Project Introduction (Additional Slides)



October 31, 2024

BrowardMPO.org



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Additional Information / time permitting

Lauderhill TMP: Planned Improvements / Studies



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

Broward MPO Transportation Improvement Program - FY 2025 - 2029

4498211 SR-838/W SUNRISE BLVD FROM NW 47 AV TO W OF I-95 OVERPASS

Non-SIS



Work Summary: RESURFACING

From:

To:

Lead Agency: FDOT

Length: 2.508

MTP Pg.: 5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
PE	DDR	10,638	0	0	0	0	10,638
CST	DIH	0	0	99,268	0	0	99,268
CST	DDR	0	0	9,546,722	0	0	9,546,722
Total		10,638	0	9,645,990	0	0	9,656,628

Prior Year Cost: 1,049,832

Future Year Cost:

Total Project Cost: 10,706,460

Project Description: 52-02: LF TSM&O WITH BROWARD COUNTY

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	Total
PE	ACSS	165,897	0	0	0	0	165,897
PE	SA	13,272	0	0	0	0	13,272
CST	ACSS	0	0	0	883,263	0	883,263
CST	SA	0	0	0	37,426	0	37,426
Total		179,169	0	0	920,689	0	1,099,858

Prior Year Cost:

Future Year Cost:

Total Project Cost:

Project Description:

1,099,858

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
4.	Oakland Park Blvd (Rock Island Rd eastward)	FDOT	RRR	Construction – FY 2028

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
		MTP Pg.: 5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
CST	DS	0	5,830,141	0	0	0	5,830,141
CST	DIH	0	69,891	0	0	0	69,891
CST	DDR	0	2,526,056	0	0	0	2,526,056
Total		0	8,426,088	0	0	0	8,426,088

Prior Year Cost:	1,249,383
Future Year Cost:	
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

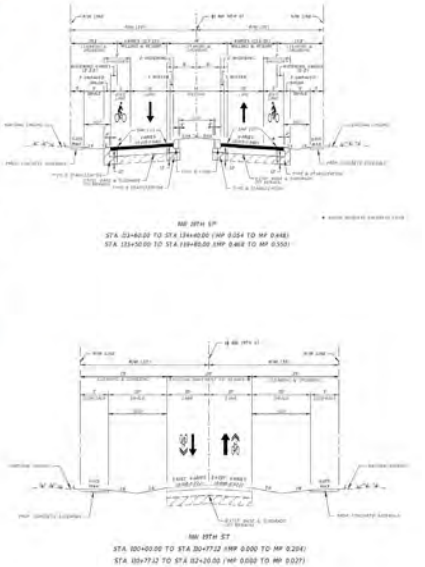
PROJECT IMPROVEMENTS

- ## 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 19th Street from NW 43rd Avenue to SR 7/US 441**
- Milling and resurfacing the existing roadway from NW 47th 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

- Milling and resurfacing the existing roadway from NW 49th Avenue to SR 7/US 441
 - Minor roadway widening throughout project limits to accommodate 5-foot bike lanes
 - Adding a continuous 5-foot concrete sidewalk in each direction within project limits to enhance safety and connectivity for pedestrians
 - Upgrading of 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 \(dotgov.com\)](http://FDOT.BrowardCountyConstruction - Home (dotgov.com))



CONTACT INFORMATION



Lauderhill TMP: Planned Improvements / Studies



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



Broward MPO Transportation Improvement Program - FY 2025 - 2029

4484101 SR-7/US-441 FROM NW 3RD STREET TO NORTH OF NW 26TH STREET

Non-SIS

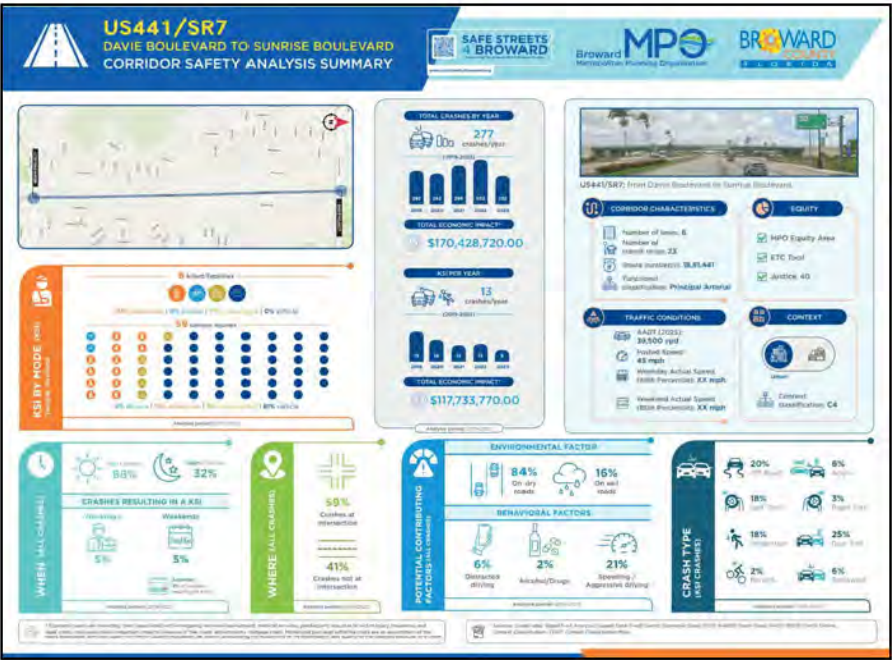
Work Summary:		RESURFACING		From:			
				To:			
Lead Agency:	FIDOT	Length:		2.925			
		MTP Pg:		5-36			
Phase	Fund Source	2025	2026	2027	2028	2029	Total
CST	DS	0	1,137,666	0	0	0	1,137,666
CST	DH1	0	91,148	35,218	0	0	126,364
CST	ACPR	0	46,156	0	0	0	46,156
CST	DDR	0	7,753,392	0	0	0	7,753,392
Total		0	9,028,360	35,218	0	0	9,063,578

Prior Year Cost:	961,193
Future Year Cost:	
Total Project Cost:	10,024,771
Project Description:	

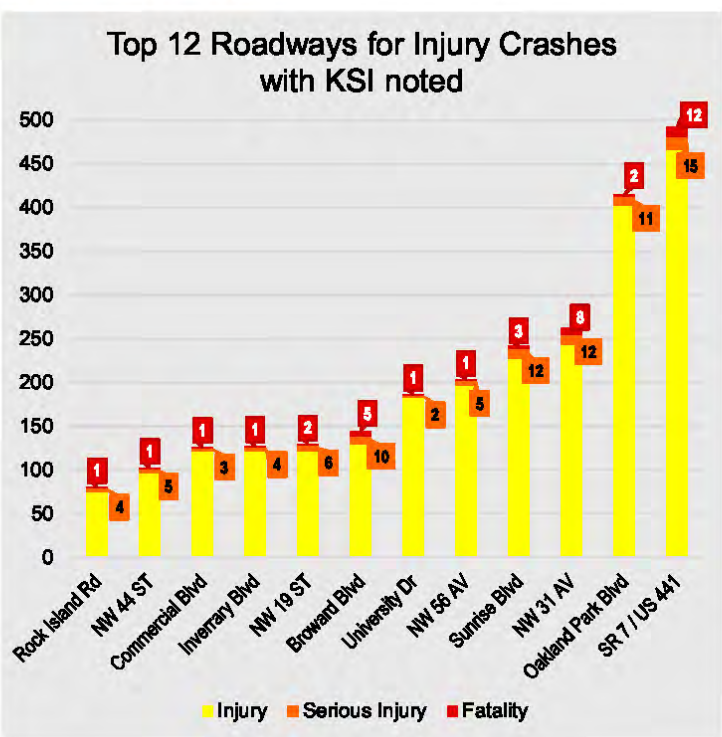
Lauderhill TMP: Planned Improvements / Studies



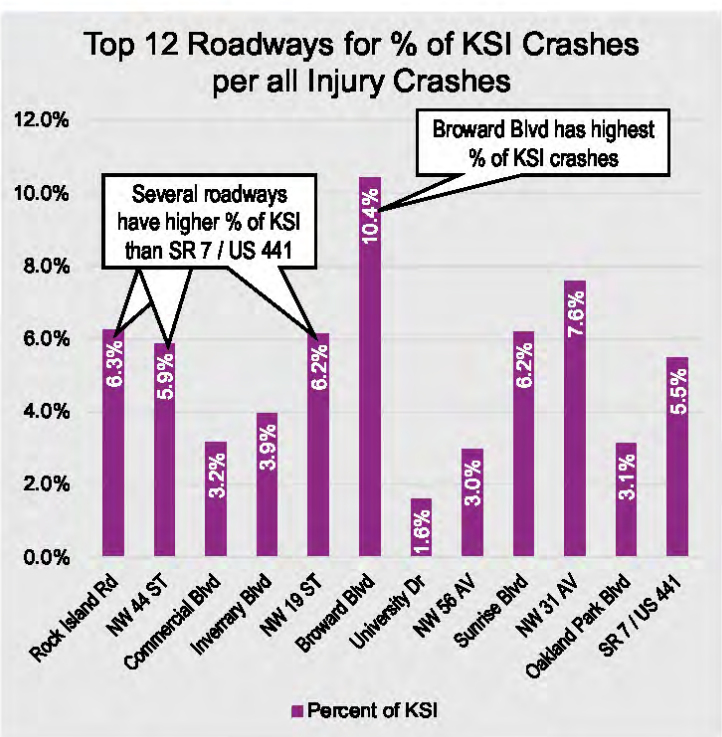
	Roadway	Ownership	Improvement / Study	Status
7	SR 7 / US 441	FDOT	RRR; Broward Safety Action Plan (Study)	Construction – 2028 Study Underway



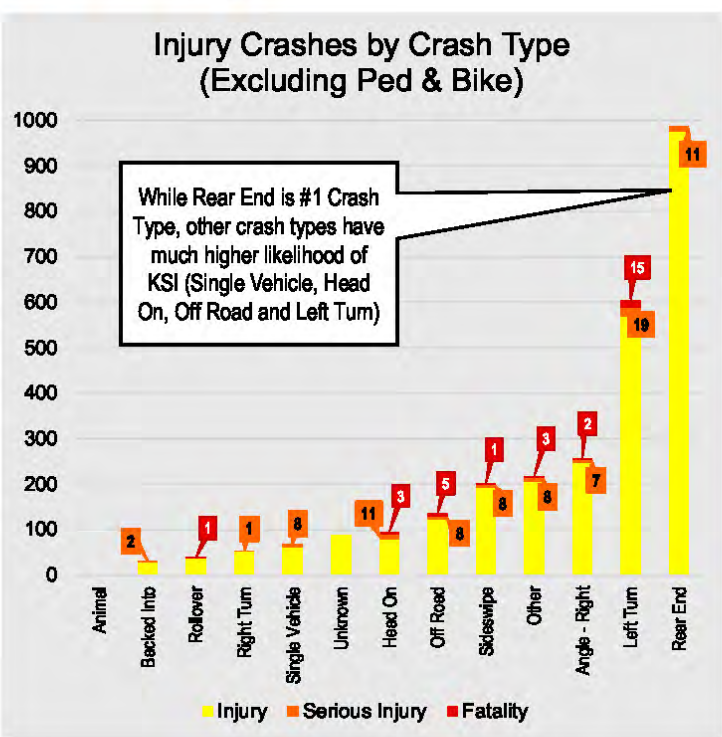
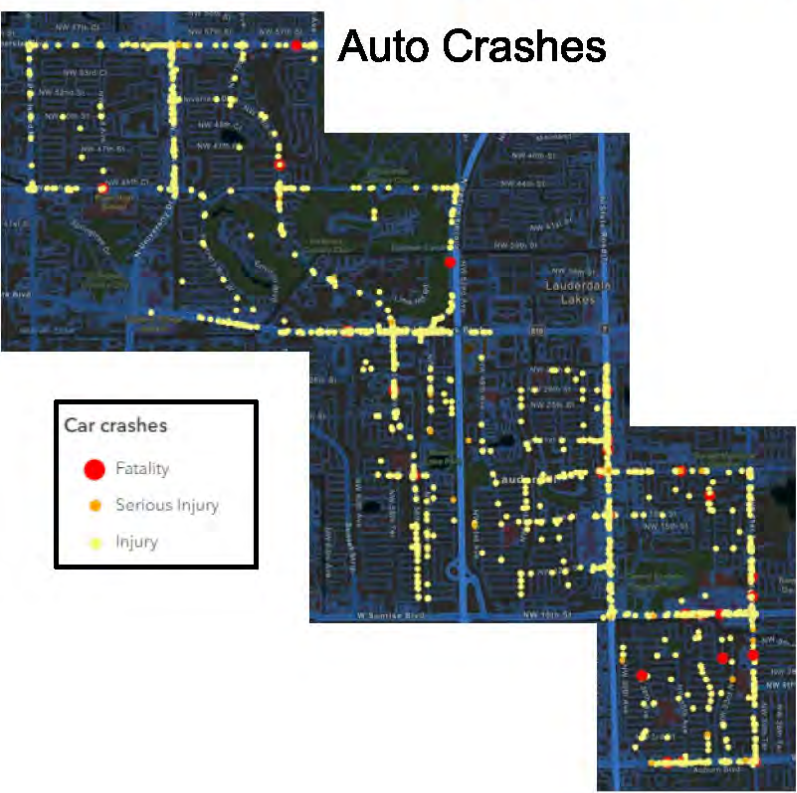
Lauderhill TMP: Injury Crashes (2019 – 2023)



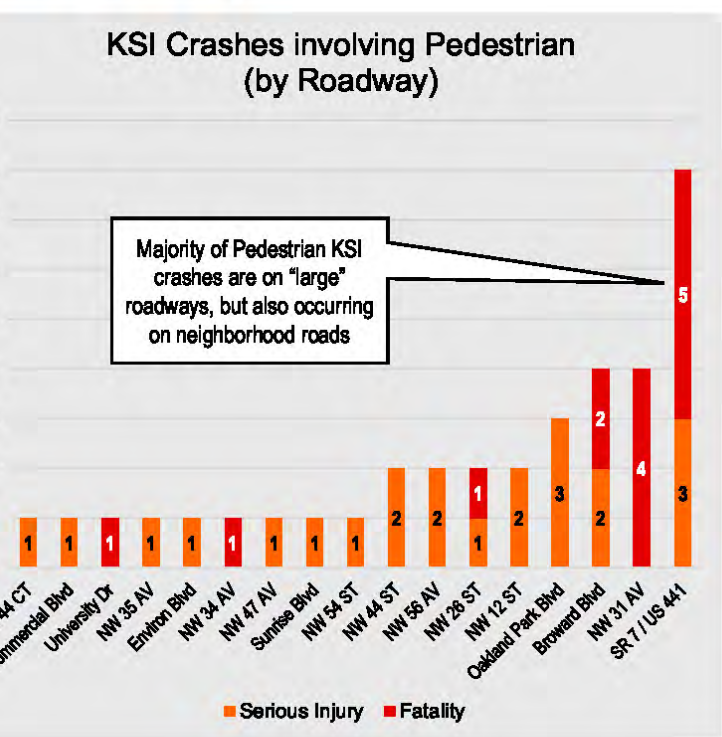
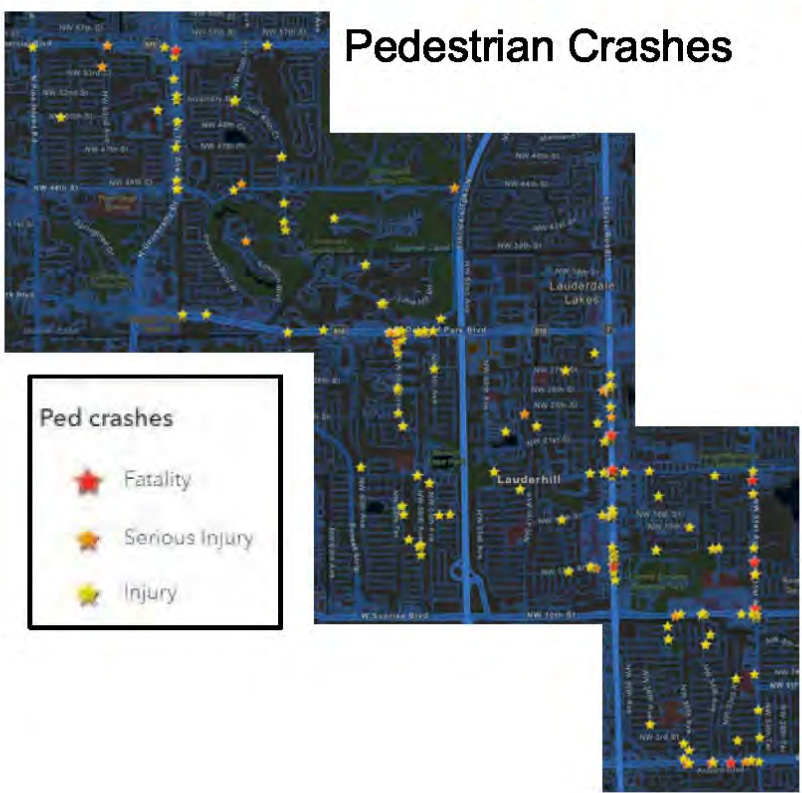
Lauderhill TMP: Injury Crashes (2019 – 2023)



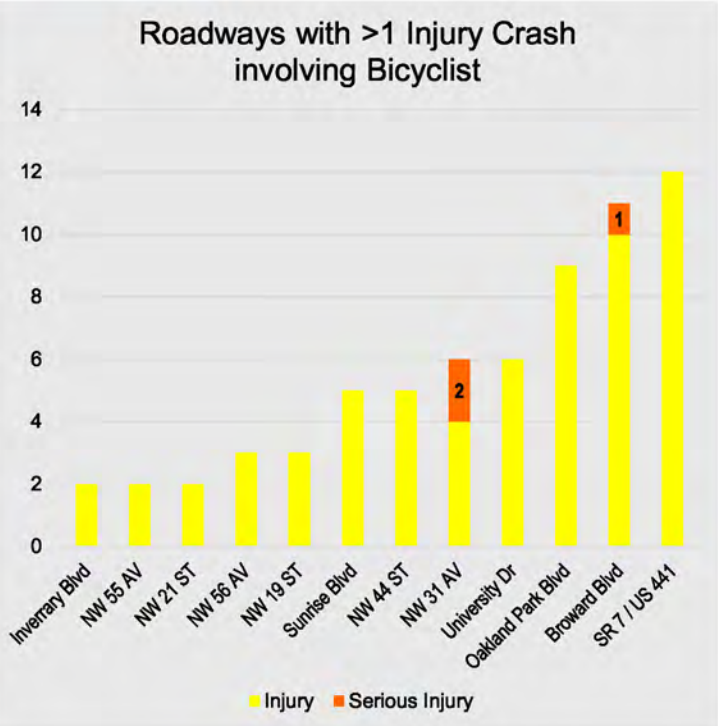
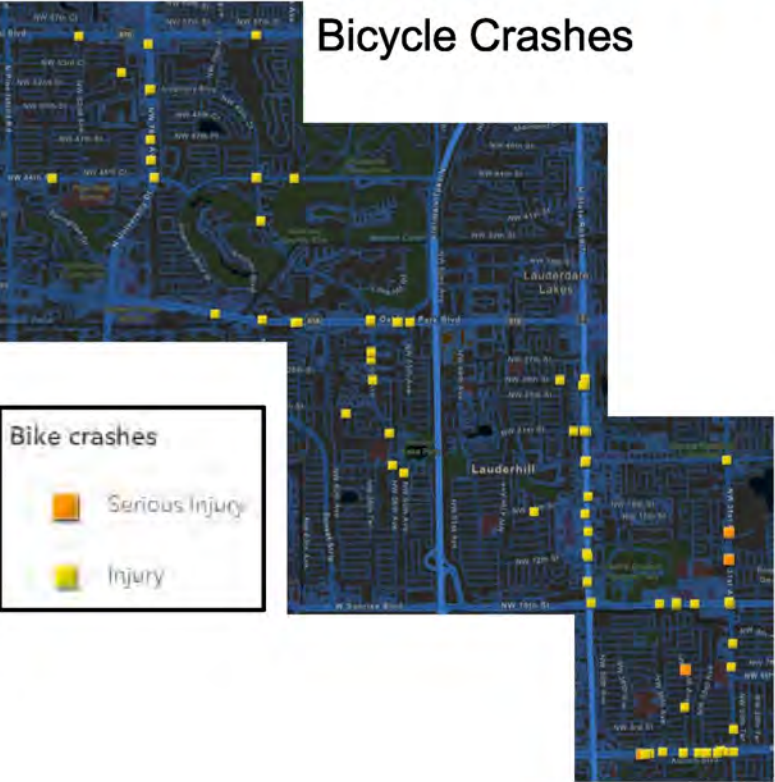
Lauderhill TMP: Injury Crashes (2019 – 2023)



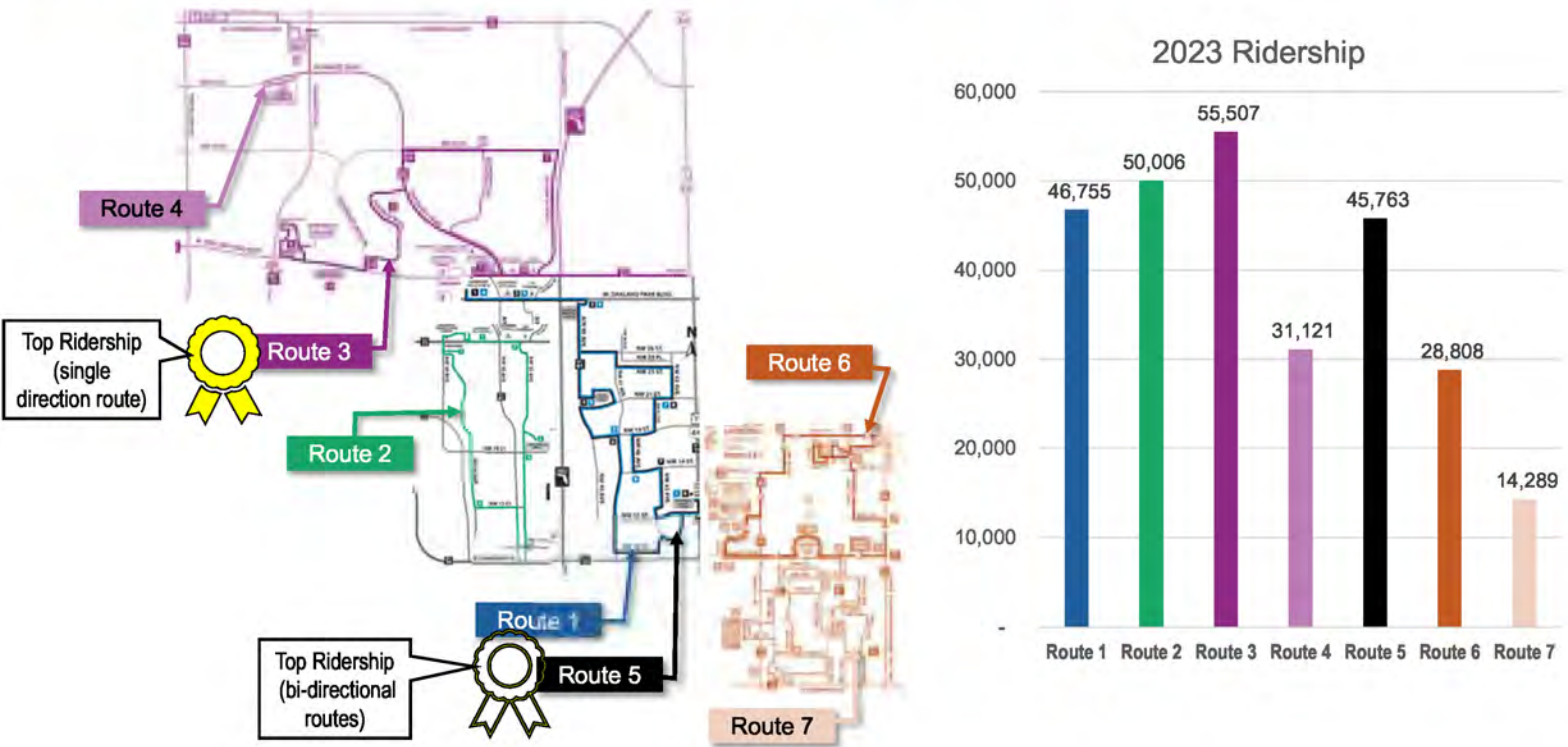
Lauderhill TMP: Injury Crashes (2019 – 2023)



Lauderhill TMP: Injury Crashes (2019 – 2023)

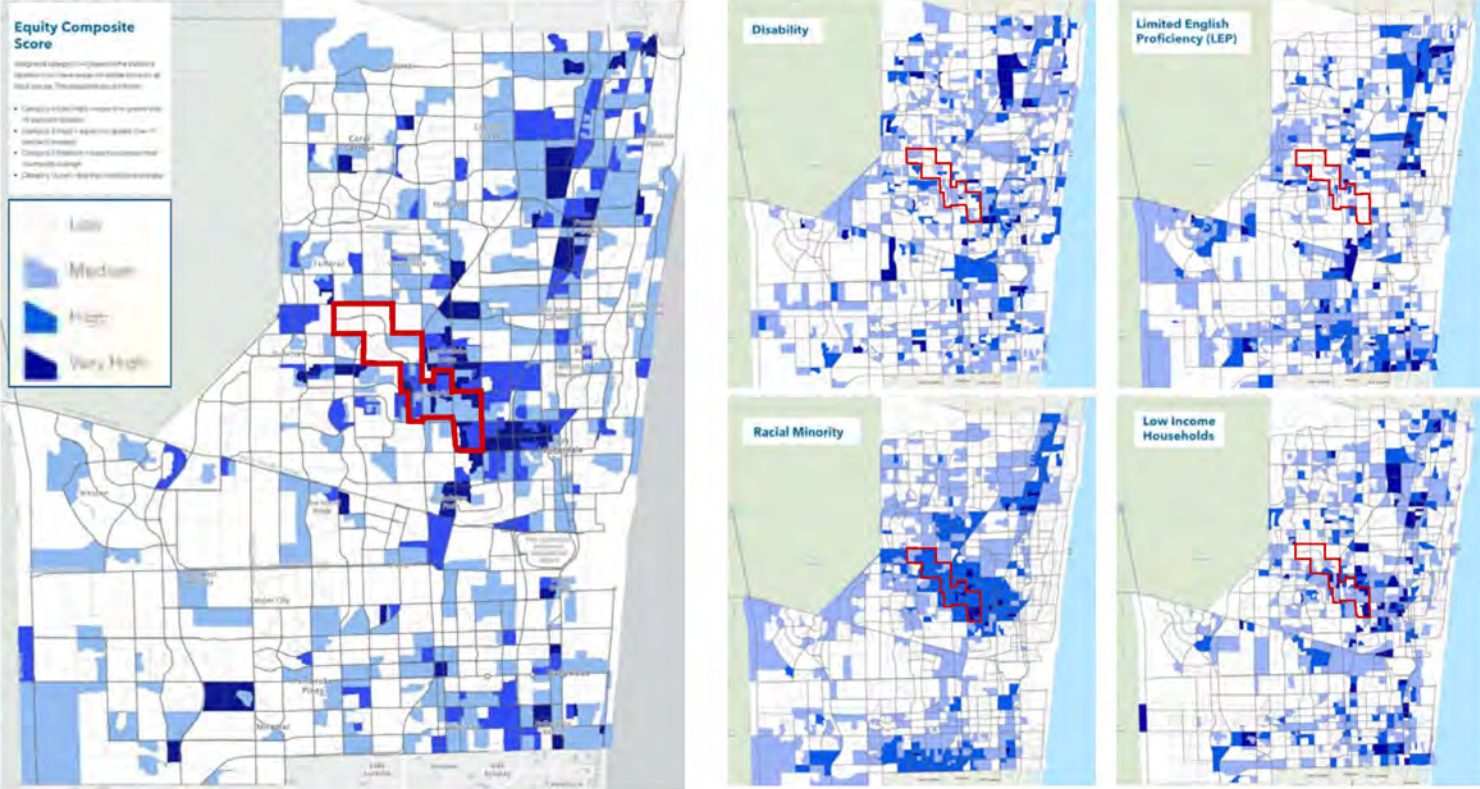


Lauderhill TMP: Community Shuttle Ridership

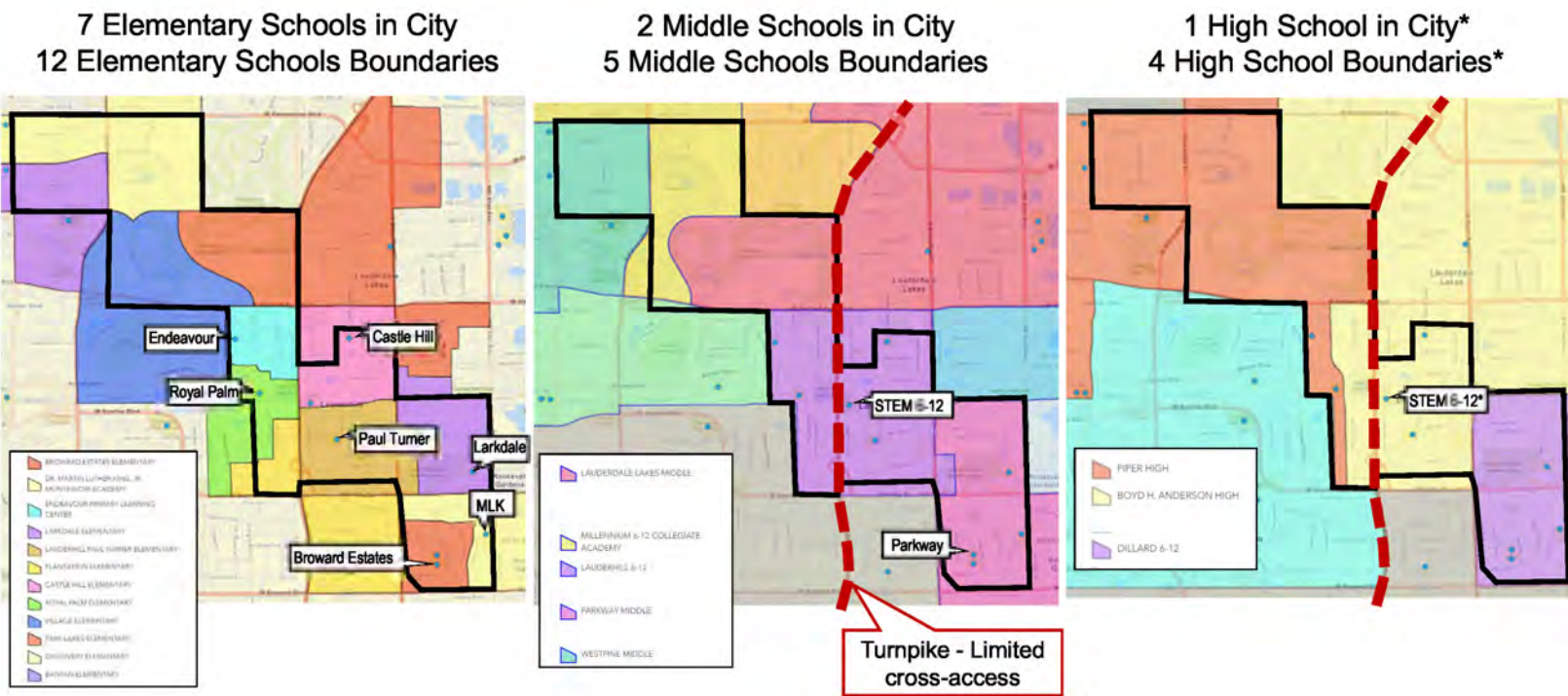


Lauderhill TMP: BMPO Equity Indicators

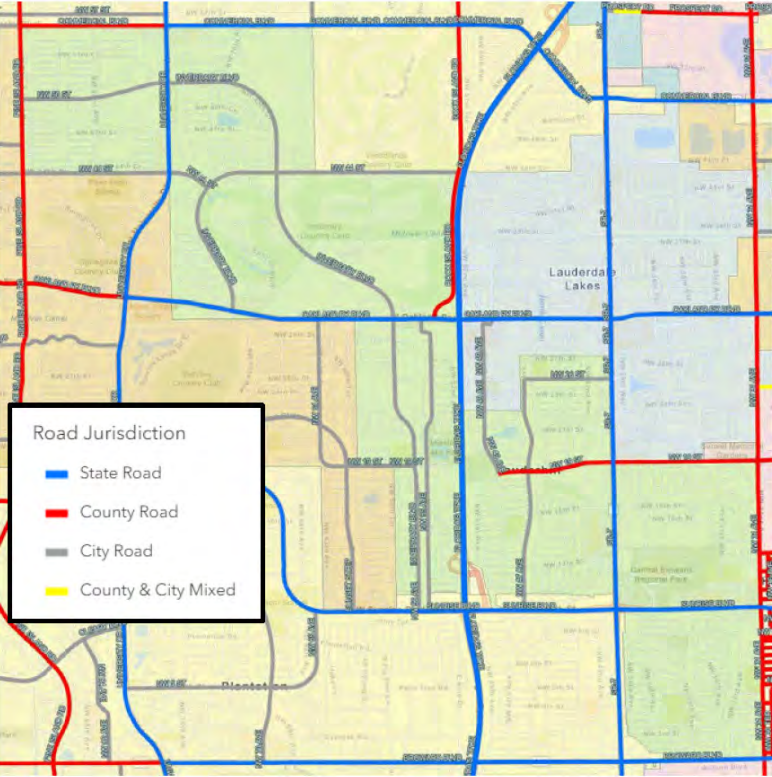
These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Lauderhill TMP: Public Schools & Boundaries



Roadway Jurisdiction



Functional Classification



Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward County**
Potential Solutions



April 29, 2025

BrowardMPO.org

Agenda

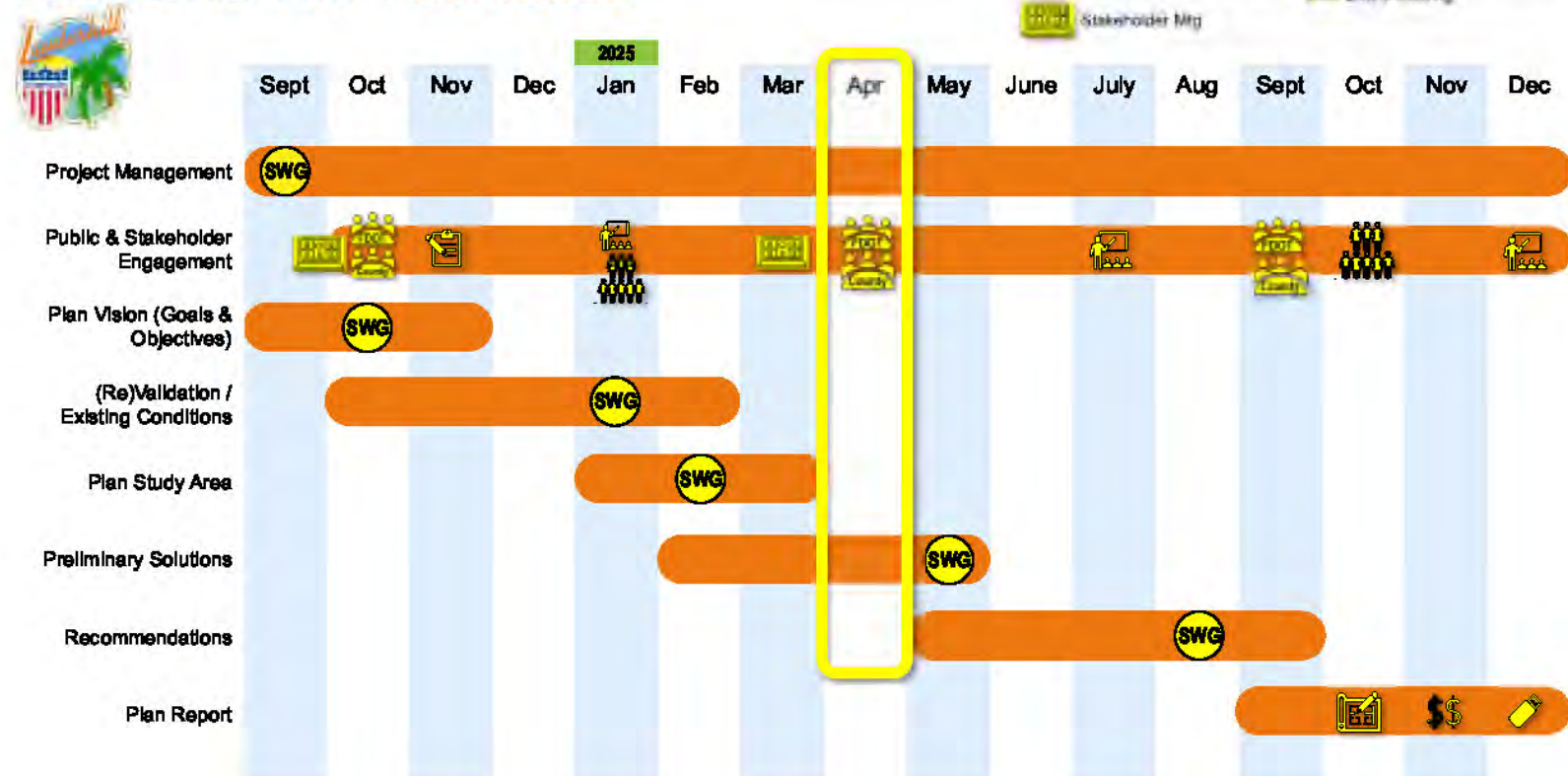
1. Lauderhill TMP: Schedule
 - Since we last met
 - Next Steps
2. Vision, Goals, and Objectives
3. Highlights from SurveyMonkey
4. Plan Study Area
5. **Discussion: Potential Solutions**
 - NW 44 St – Full Review
 - Solutions only for other Plan Study Area roadways

Attachments:

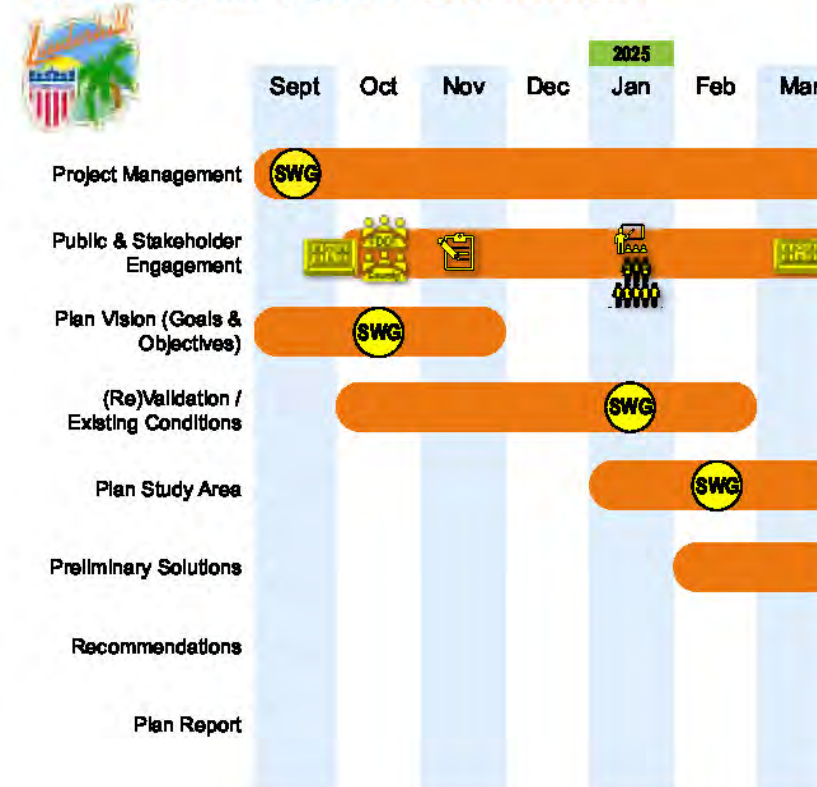
- 1) Plan Study Area selection rationale
- 2) Evaluation Framework
- 3) Plan Study Area Full Information: Existing Conditions, 5-Year Injury Crashes, and Proposed Solutions



Lauderhill TMP: Schedule



Lauderhill TMP: Schedule

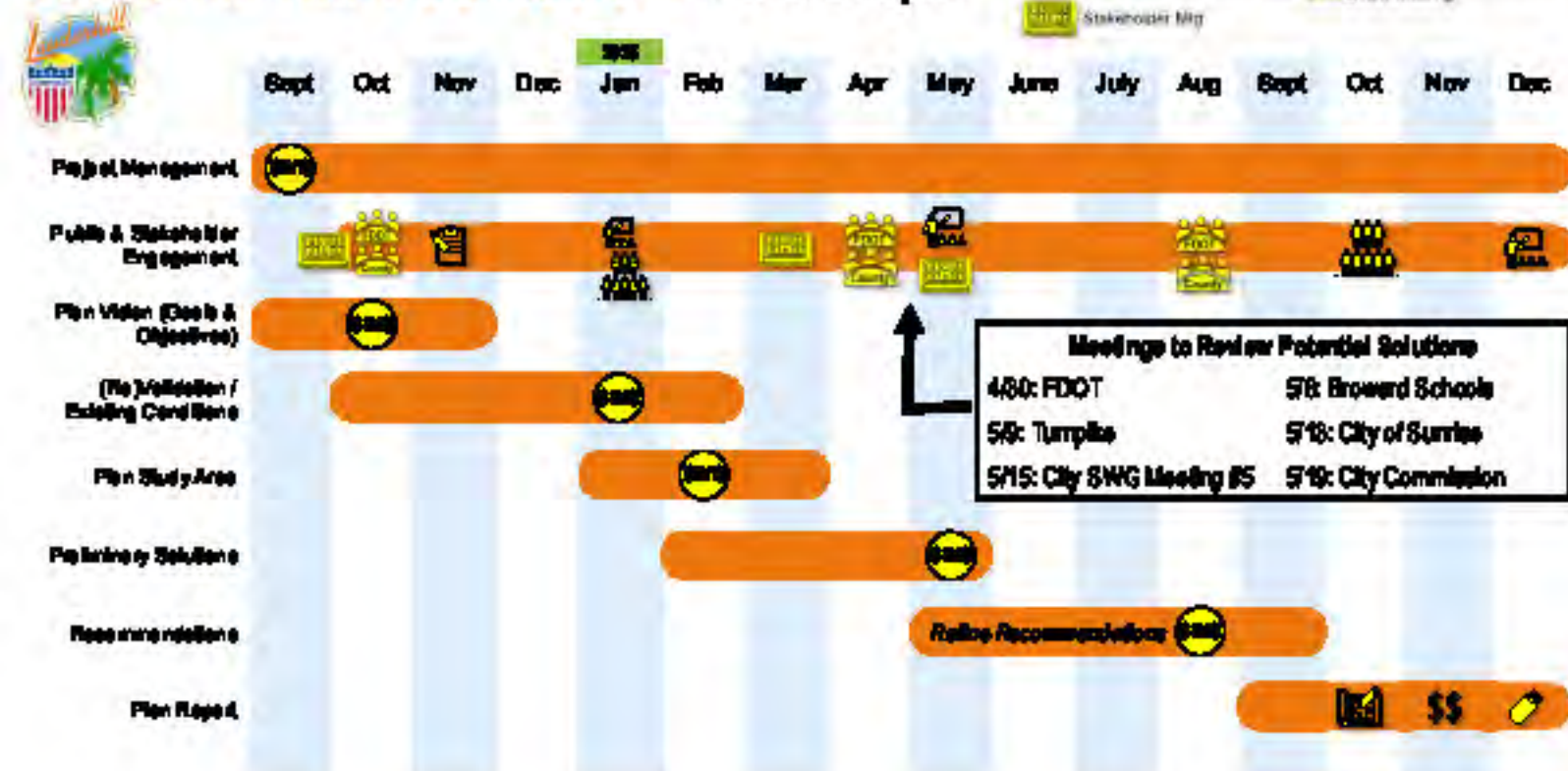


Since we last met...

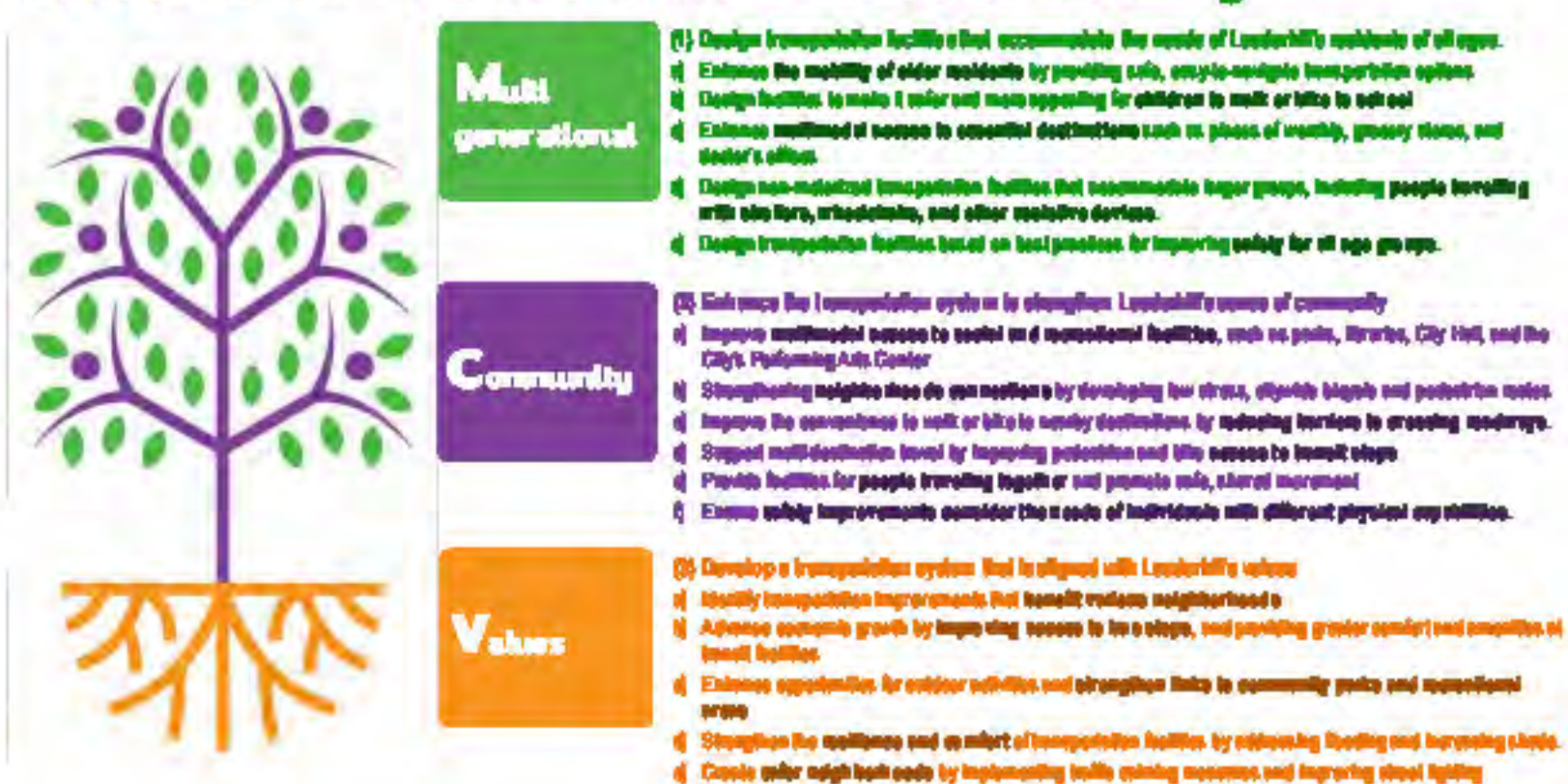
- ✓ Survey Monkey: [SurveyMonkey - Full Results](#)
- ✓ 3 Community Meetings: [Community Meetings Feedback](#)
- ✓ Presentation to Broward Bicycle and Pedestrian Advisory Committee
- ✓ Citywide Existing Conditions
- ✓ Evaluation Framework
- ✓ Selection of Plan Study Area
- ✓ Field Audits of Plan Study Area
- ✓ 5 – Year Injury Crash Assessment for Plan Study Area
- ✓ Identification of Potential Solutions for Plan Study Area

<https://www.browardmpo.org/plans/city-of-lauderhill>

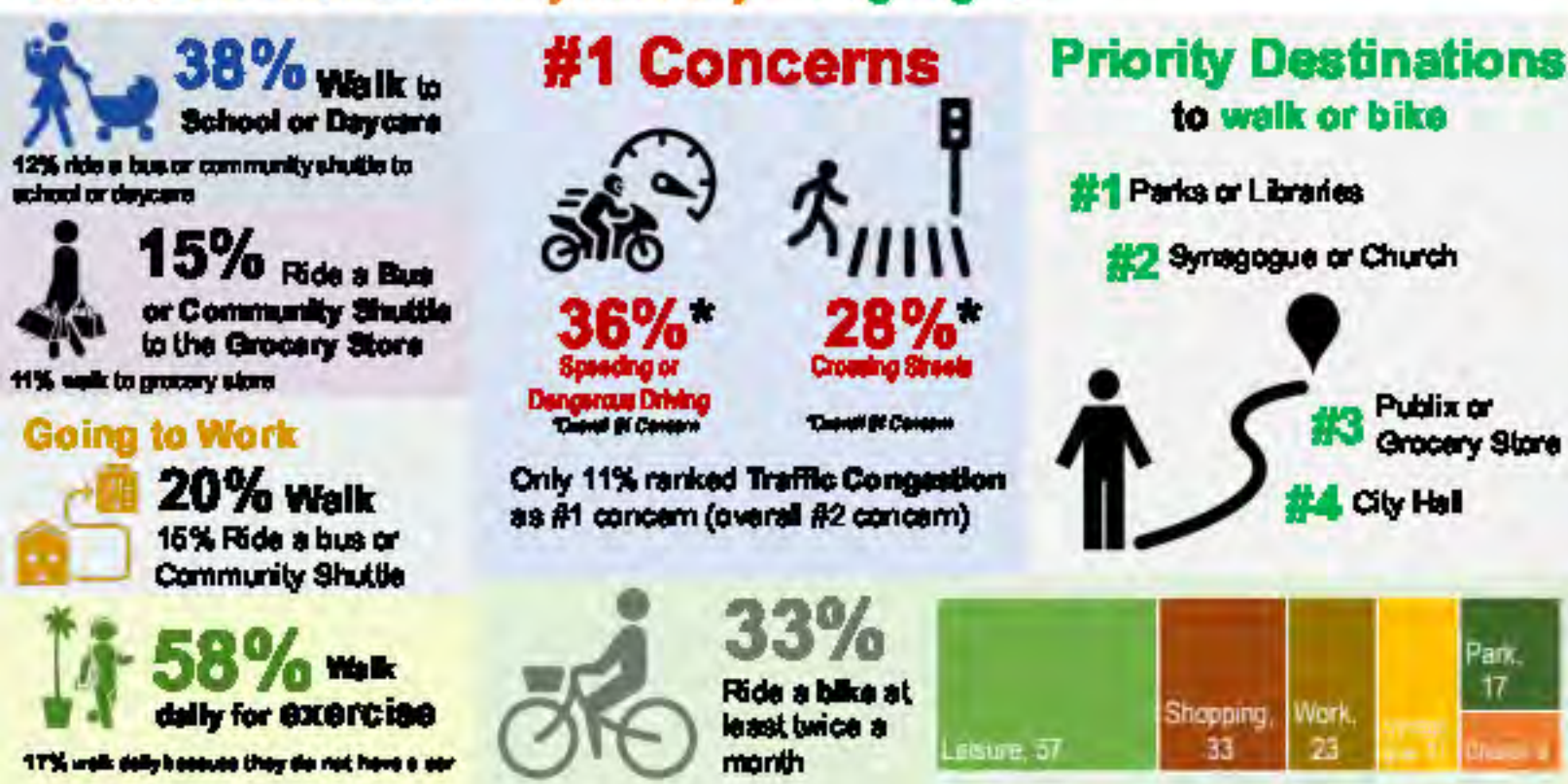
Lauderhill TMP: Schedule – Next Steps



Lauderhill TMP: Rooted in the Values of Family



Lauderhill TMP: SurveyMonkey – Highlights



Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

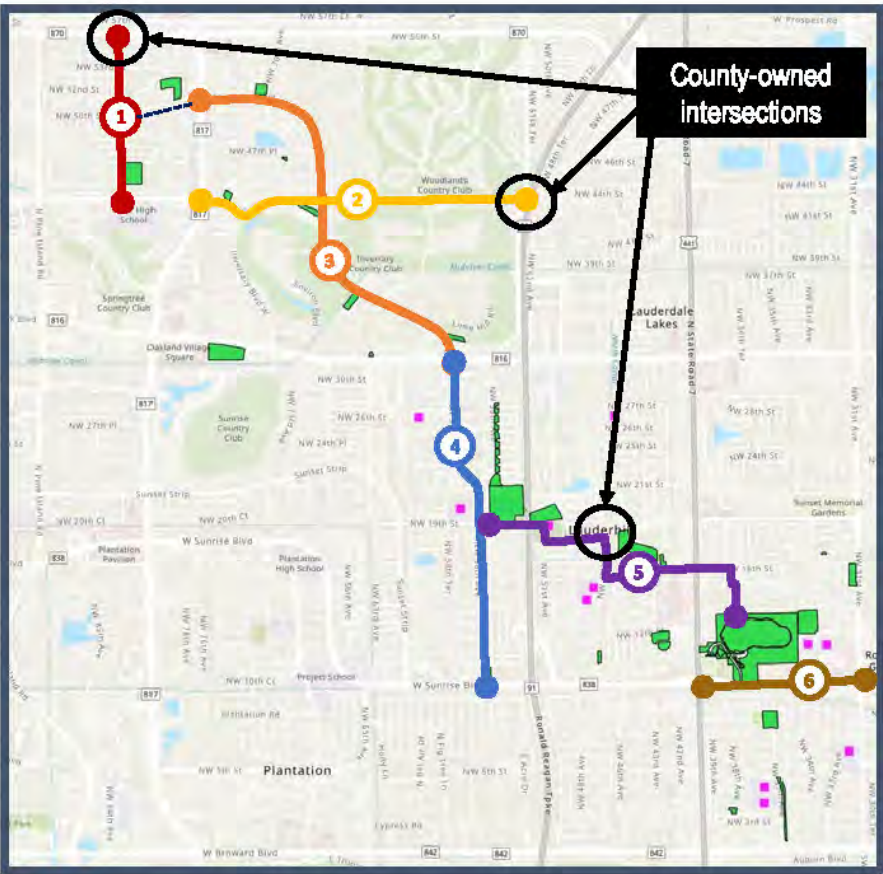


Lauderhill TMP: Plan Study Area

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

2 NW 44 St

NW 44 St from University Dr to Rock Island Rd

Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at University Dr County: Inter. at Rock Island Rd	2 miles	2 Lanes 4 west of Inv Blvd W	35 MPH	Major Collector / C4 & C3R	5	81 (2)



NW 44 St

About the Corridor

Commercial Center

- Grocery, banks, and other services including the Moshiah Center with expanding religious services under construction

Synagogue of Inverrary-Chabad

- Some community members are unable to drive, use push buttons, or other technologies to visit the Synagogue during Shabbat

Serving Local + Through Traffic

- In addition to serving the residential developments throughout the Inverrary community, the roadway also acts as a connector to Rock Island Rd with access to Oakland Park Blvd or the Turnpike at Commercial Blvd.
- A new FL Turnpike interchange is planned just south of NW 44 St on Rock Island Rd.

Commercial/Retail or Services Accessible or Near NW 44th Ave

NW 44 St

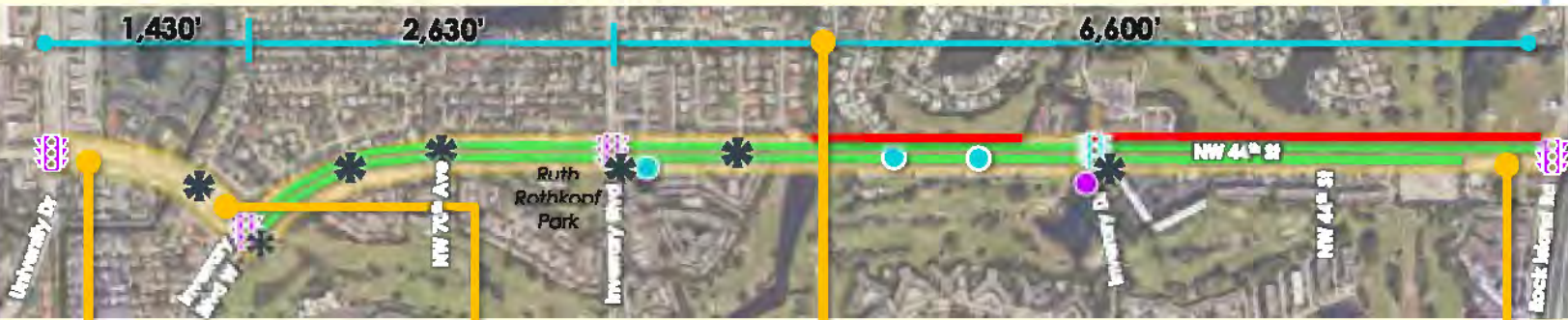
Summary of Key Findings

- Intersection challenges:
 - Missing tactile warning surfaces
 - Non-standard ramp design

- Signals
 - With Crosswalks
 - Without Crosswalk Across Corridor

- Bus Stops
 - Not within 250' of Traffic Controlled Crossing
 - Within 250' of Traffic Controlled Crossing

- No sidewalk
- Bike Lane
- Distances between Marked Crossings



No bike infrastructure on NW 44 St from University Dr to Inverrary Blvd creates a high stress environment for most riders

Street may have significant excess capacity, with 4 lanes of traffic west of Inverrary Blvd W and 14,000 vehicles per day

There are long distances between pedestrian crossings and bus stops are located far from marked crossings

Eastbound bike lane ends prior to intersection

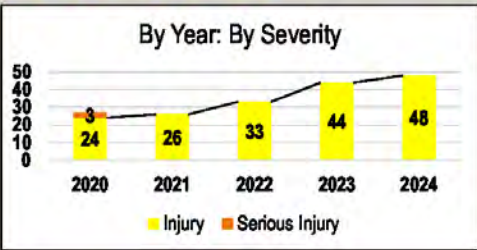
Other General Issues

- Bike lanes vary in width along the corridor and are 3-5' wide in some places which does not meet minimum design standards to accommodate a person in the lane
- Frequent left-turn pockets along NW 44 St creates the perception of 3 lanes despite being 2 lanes. This additional roadway width may encourage drivers to speed
- Large turning radii entering residential streets can encourage fast turning speeds

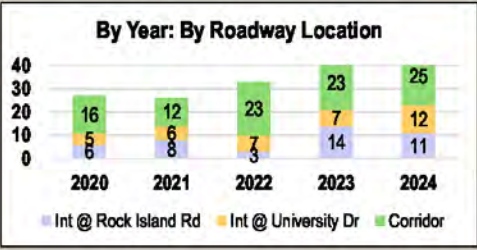
NW 44 St

Injury Crashes (2020-2024)

178 Crashes (Injury + KSI)



There has been a 78% increase in injury crashes over 5-year period.



This table breaks down the annual crash numbers for two arterials intersections and the corridor (portion of roadway excluding the two arterial intersections). Crashes at both intersections have doubled, with a 50% increase of crashes on the corridor.

Map of Injury Crashes, by Severity



56% of Injury Crashes occurred on the Corridor, including all 3 KSI Crashes

31% of Injury Crashes occurred at Night (67% of KSI crashes)

Map of Injury Crashes Involving Pedestrians or Bicyclists, by Severity



Bike Injury Crash Cluster (All riding against traffic)
8/2022 @ 7am - Riding WB in South / EB Crosswalk - Struck by NB to EB RT Driver
2/2022 @ 6pm - Riding NB in West / SB Crosswalk - Struck by NB to WB LT Driver
6/2023 @ 11am - Riding WB in South / EB Crosswalk - Struck by NB to EB RT Driver
4/2024 @ 8pm - Riding WB in South / EB Crosswalk - Struck by SB Driver who had green light

3/2020 @ 8pm: **Pedestrian Serious Injury**
Ped crossing NW 44 St near entrance to Inverwood at Inverrary (no crosswalk) was struck by a WB vehicle

NW 44 St

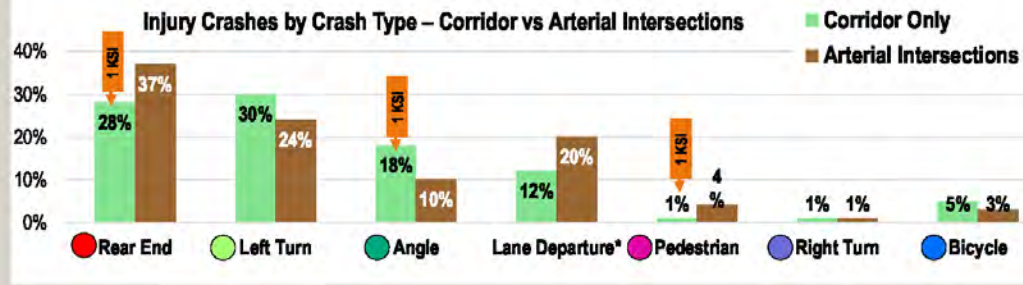
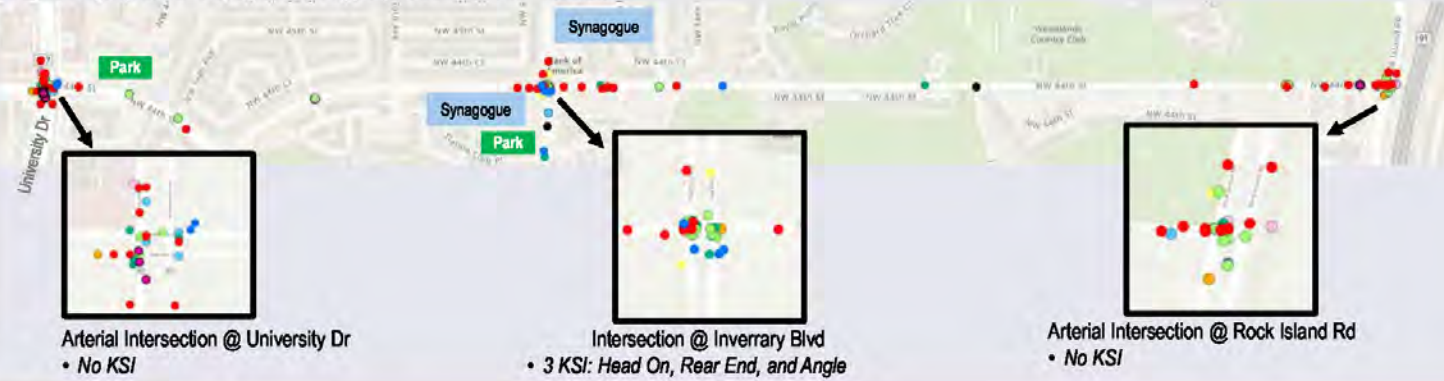
Injury Crashes (2020-2024)

178 Crashes (Injury + KSI)

Legend

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover

Map of Injury Crashes, by Crash Type (excluding Unknown or Other)



This table compares the proportion of injury crash types along the corridor (which excludes the two arterial intersections) versus the two arterial intersections (University Dr and Rock Island Rd). It also lists the number of KSI for the crash type. Several of the crash types vary significantly (more than 10% difference), and lane departure. Left turn and rear end crashes account for over 50% of the injury crashes in both locations.

NW 44 St @ Rock Island Rd

42 Injury Crashes (2020-2024) within 150 ft of intersection

38% of Injury Crashes occurred at Night
60% of Lane Departure crashes occurred at Night

Injury Crashes, by Severity



Injury Crashes, by Crash Type (excluding Unknown or Other)



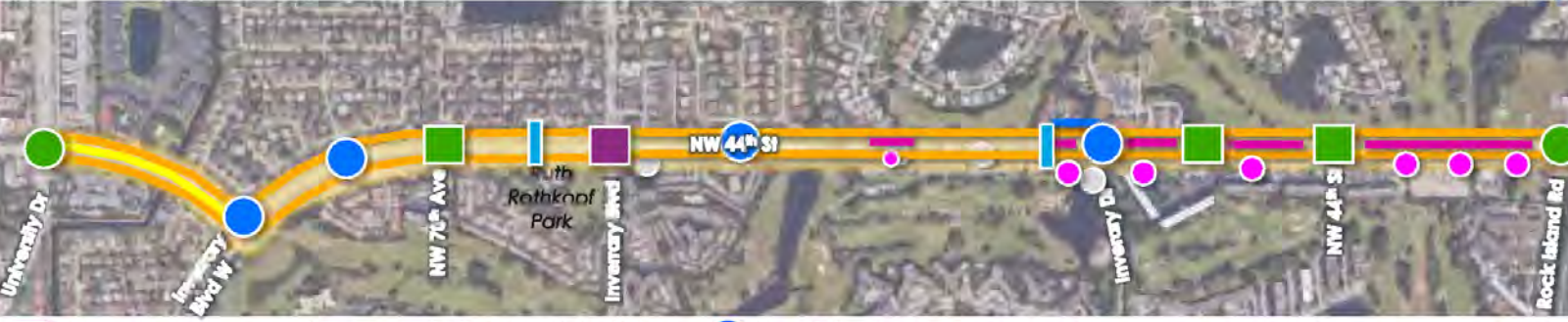
11 of the 12 LT crashes involved NB to WB LTs (many crossing on solid green / yield only)

- Legend
- Pedestrian
 - Bicycle
 - Rear End
 - Left Turn
 - Angle
 - Sideswipe
 - Off Road
 - Head On
 - Right Turn
 - Single Vehicle
 - Rollover

Lane Departure crashes include several crash types: Sideswipe, Off Road, Head On, Single Vehicle, and Rollover

NW 44 St

Recommendations
Redesign NW 44 St to reduce vehicle speeds to 25 MPH



- Intersection Improvements**
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
- Lane Repurposing**
 - Reduce from four to two-lanes
 - See detailed slide
- Protected or Raised Bike Path**
 - Improves comfort of people biking
- New Raised Crosswalk with RRFB**
- Center Lane Median**
 - Reduces left-turn density
- Convert to Right In / Right out**
- New Sidewalk**
- Roundabout**
 - Slows traffic
 - Improves safety
 - Improves traffic flow
- Boundary Intersection Improvements**
 - Alternative options on detailed slide

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 Radial with Curb Extensions**
 - Slows drivers
 - Limits turning conflicts

NW 44 St: Lane Repurposing of 4-lane segment

University Dr to Inverrary Blvd W
Typical Cross Sections

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

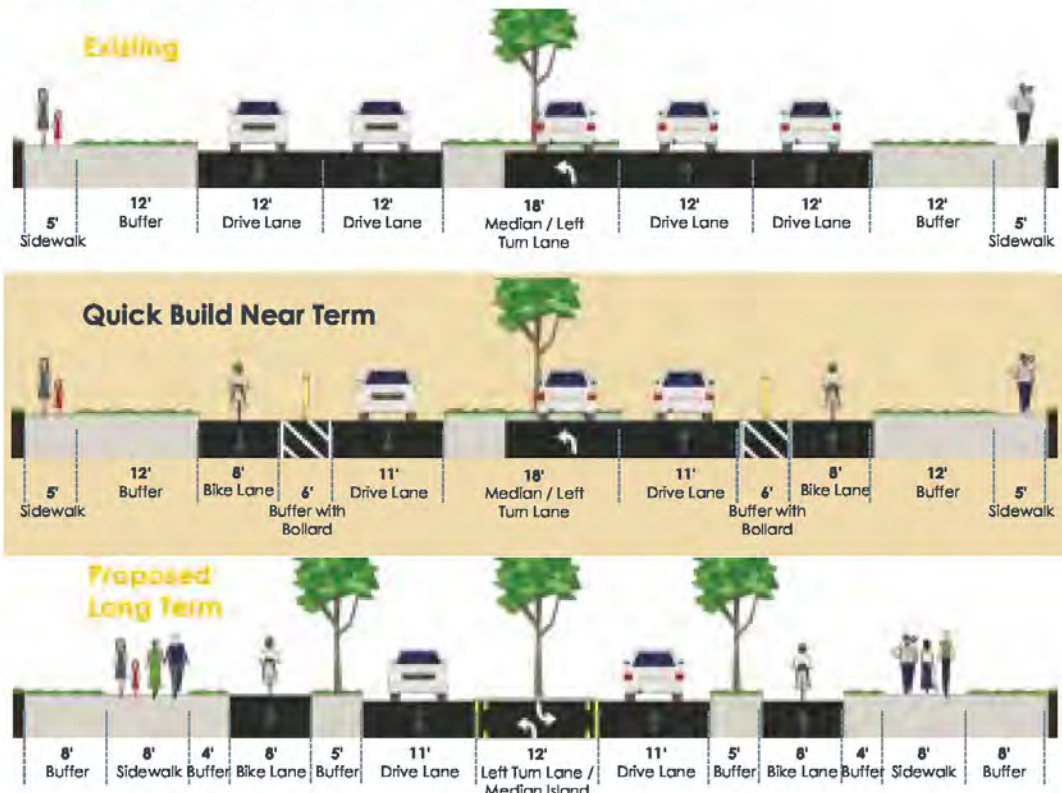
- 14,000 AADT and limited crossings or driveways indicates excess capacity

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



Boundary Intersections Recommendations



These recommendations apply to intersections where a corridor terminates or lies outside the jurisdiction of Lauderdale. They are general in nature and can be implemented in coordination with other jurisdictional partners to enhance connectivity into and out of Lauderdale, 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

High Visibility Crosswalk with Refuge



Curb Extension



Median Island



Bike Boxes



1 NW 82 Av

NW 82 Av from Commercial Blvd to NW 44 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Commercial Blvd Sunrise: Inter. at NW 44 St (partial)	1 mile	2 Lanes	25 MPH	Local	1	(55)

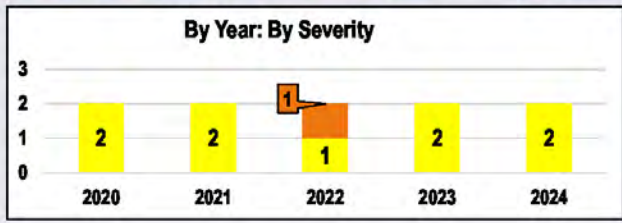


NW 82 Av @ Commercial Blvd

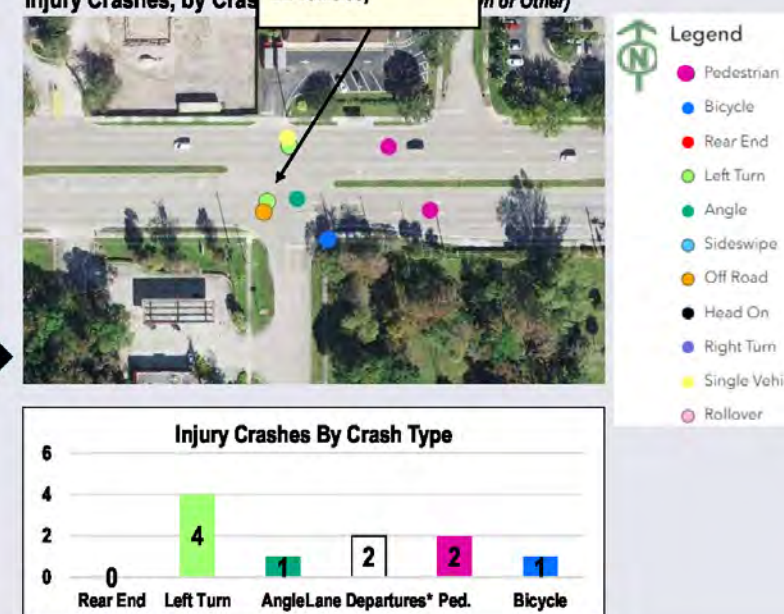
11 Injury Crashes (2020-2024) within 150 ft of intersection

30% of Injury Crashes occurred at Night

Injury Crashes, by Severity

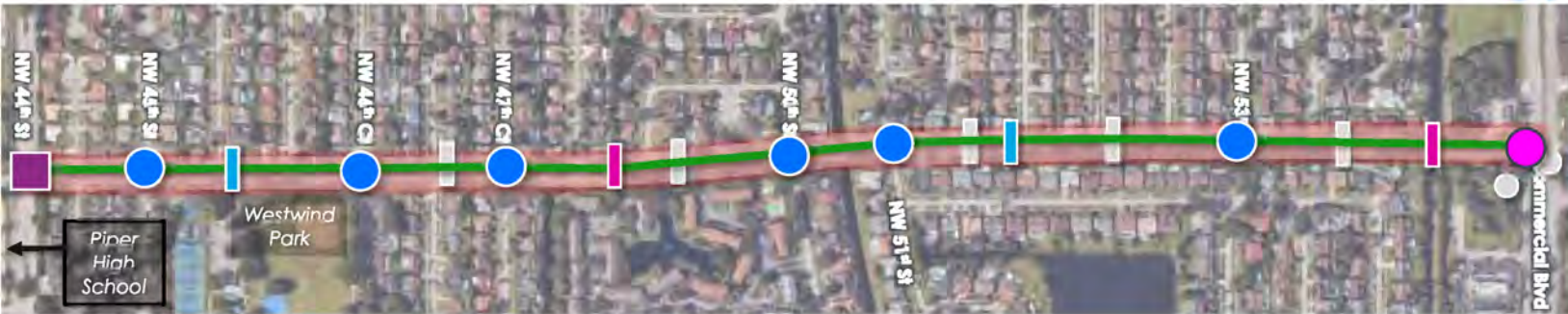


Injury Crashes, by Crash Type



NW 82 Av

Recommendations

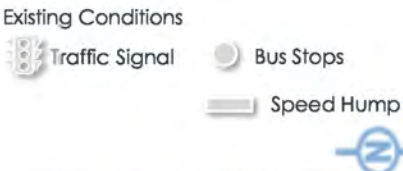


- Construct Shared Use Path On East Side with Raised Side Street Crossings**
 - Improves comfort of people walking and biking
 - Slows traffic
- Roundabout**
 - Slows traffic
 - Improves safety
 - Improves traffic flow
- New Raised Crosswalk with RRFB**

- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
- All-way Stop Improvements**
 - Add conflict striping, curb extensions, and rebuild ramps to meet current design standards
- Speed Humps**

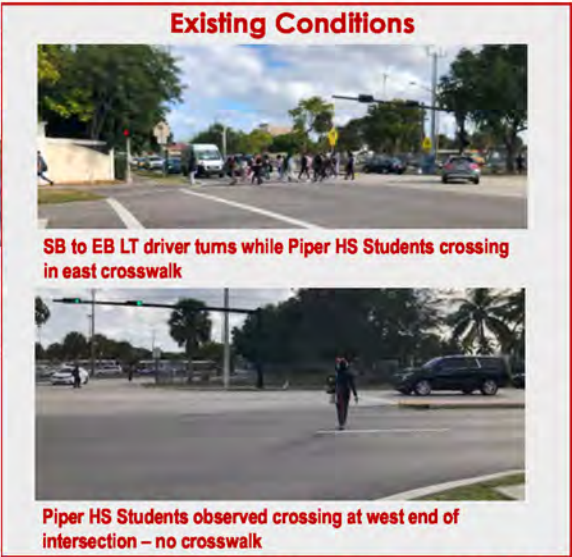
- Evaluate installing a signal**
 - Facilitates left turns
 - Provides designated crossings; may also include median refuge island
- Intersection Improvements**
 - Alternative options on detailed slide

- ### Corridor Wide Strategies
- Narrow Side Street Curb Radii with Curb Extensions**
 - Slows drivers
 - Limits turning conflicts



NW 82 Av @ NW 44 St

Recommendations



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



3 Inverrary Blvd

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



Inverrary Blvd North of NW 44 St

Recommendations

- Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH
- Lane Repurposing**
 - Construct protected or raised bikeway
 - Construct wider sidewalks
 - See details slide
 - Intersection Improvements**
 - Bike Protected Intersection
 - Median refuge islands
 - Boundary Intersection Improvements**
 - Alternative options on details slide
 - New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
 - Mini Roundabout**
 - Slows traffic
 - Improves safety
 - Center Lane Median**
 - Reduces left-turn
 - Convert to Right In / Right out**
 - New Raised Crosswalk with RRFB**

- ### 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 South of NW 44 St

Recommendations

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

- Lane Repurposing**
 - Construct protected or raised bike lanes
 - Construct wider sidewalks
- Intersection Improvements**
 - Bike Protected Intersection
 - Median refuge islands
- Boundary Intersection Improvements**
 - Alternative options on detailed slide
- Eliminate Bus Stop**
- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Includes RRFBs or Pedestrian Signal
- Roundabout**
 - Slows traffic
 - Improves safety
- Peanut Roundabout**
 - Elongated roundabout
 - Improves safety
 - Reduces speeds
 - Includes raised crosswalks
- Convert to Right In / Right out**
- Raised Crosswalk at Signal**
- Construct Shared Use Path**

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

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

Existing



Quick Build Near Term



Proposed Long Term



4 NW 56 Av



NW 56 Av from 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 Northern segment

Recommendations

Redesign NW 56 Av to reduce vehicle speeds to 25 MPH & create consistent section



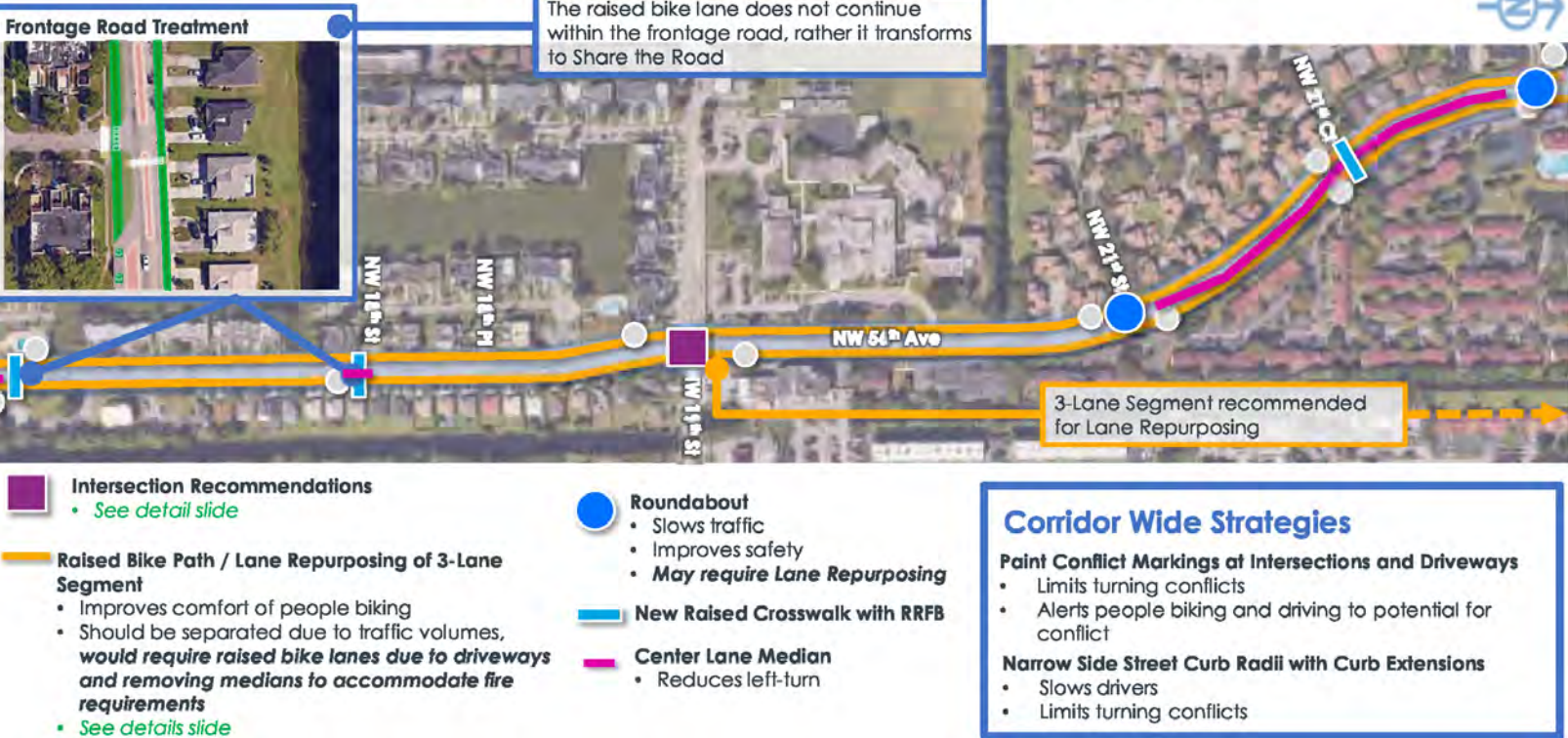
- Roundabout**
 - Slows traffic
 - Improves safety
 - May require Lane Repurposing
- Peanut Roundabout**
 - Elongated roundabout
 - Improves safety
 - Reduces speeds
- Boundary Intersection Improvements**
 - Alternative options on detailed slide
- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
- Move Bus Stop**
 - Utilize right-turn lane for school as bus pull out
- New Raised Crosswalk with RRFB**
- Center Lane Median**
 - With channelized left-turn lanes unless denoted as right in/ right out
- Convert to Right In / Right out**
- Raised Bike Path / Lane Repurposing of 3-Lane Segment**
 - Improves comfort of people biking
 - Should be separated due to traffic volumes, would require raised bike lanes due to driveways and removing medians to accommodate fire requirements
 - See details slide

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

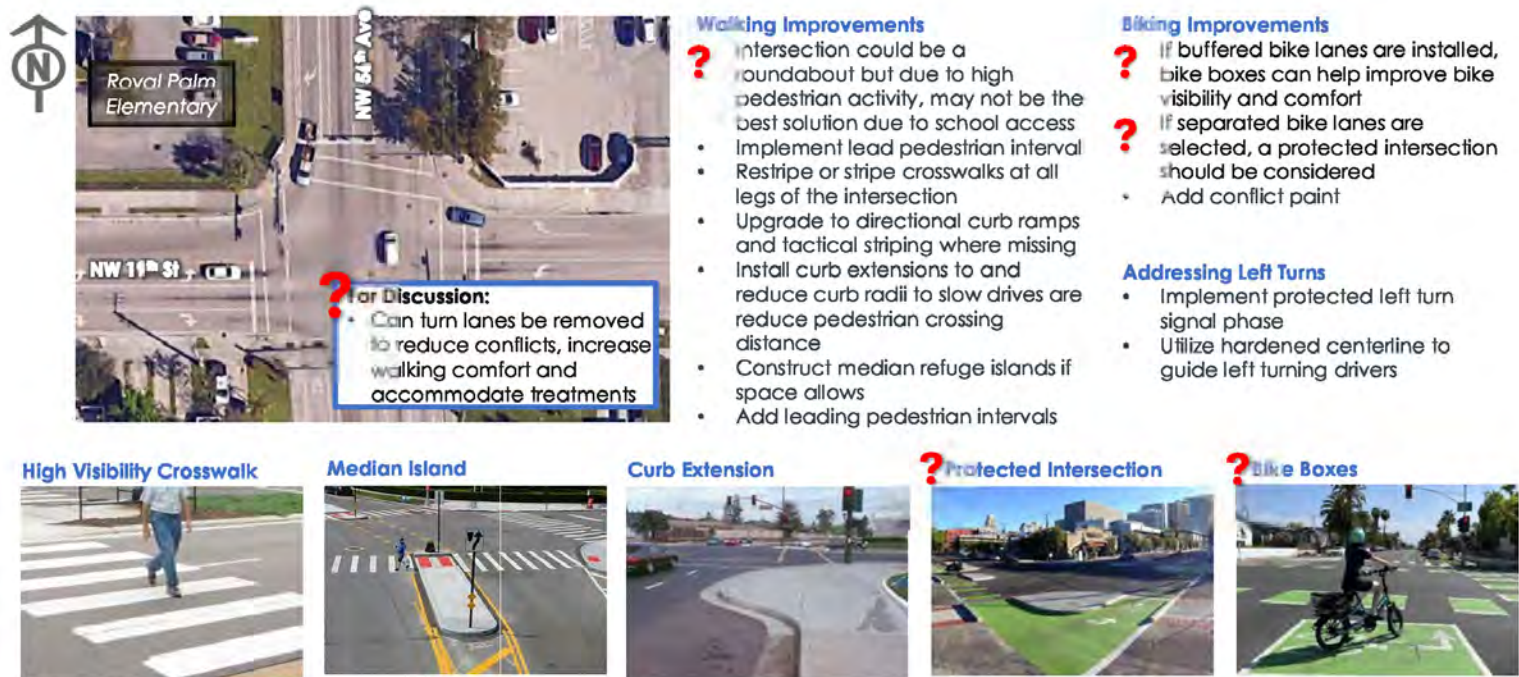
NW 56 Av Center segment

Recommendations Redesign NW 56 Av to reduce vehicle speeds to 25 MPH & create consistent section



NW 56 Av @ NW 19 St

Recommendations



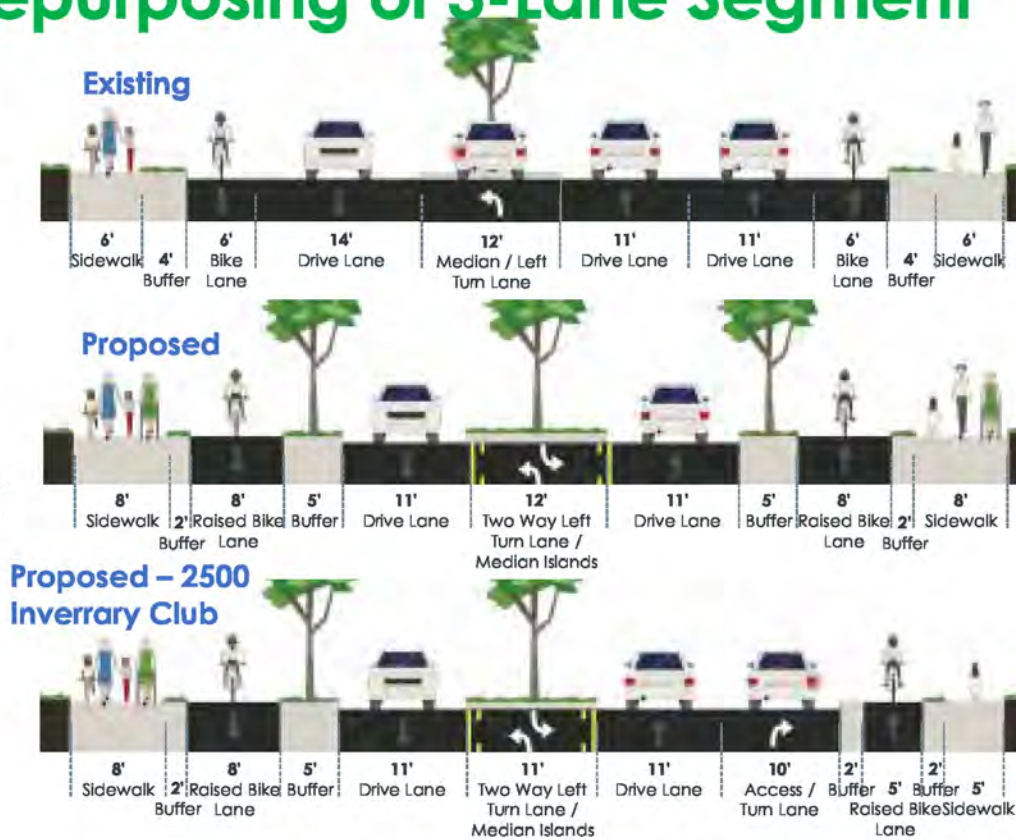
NW 56 Av: Lane Repurposing of 3-Lane Segment

Typical Cross Sections

This is for the 3-Lane segment of the NW 56 Av, from just north of NW 29 St to NW 19 St

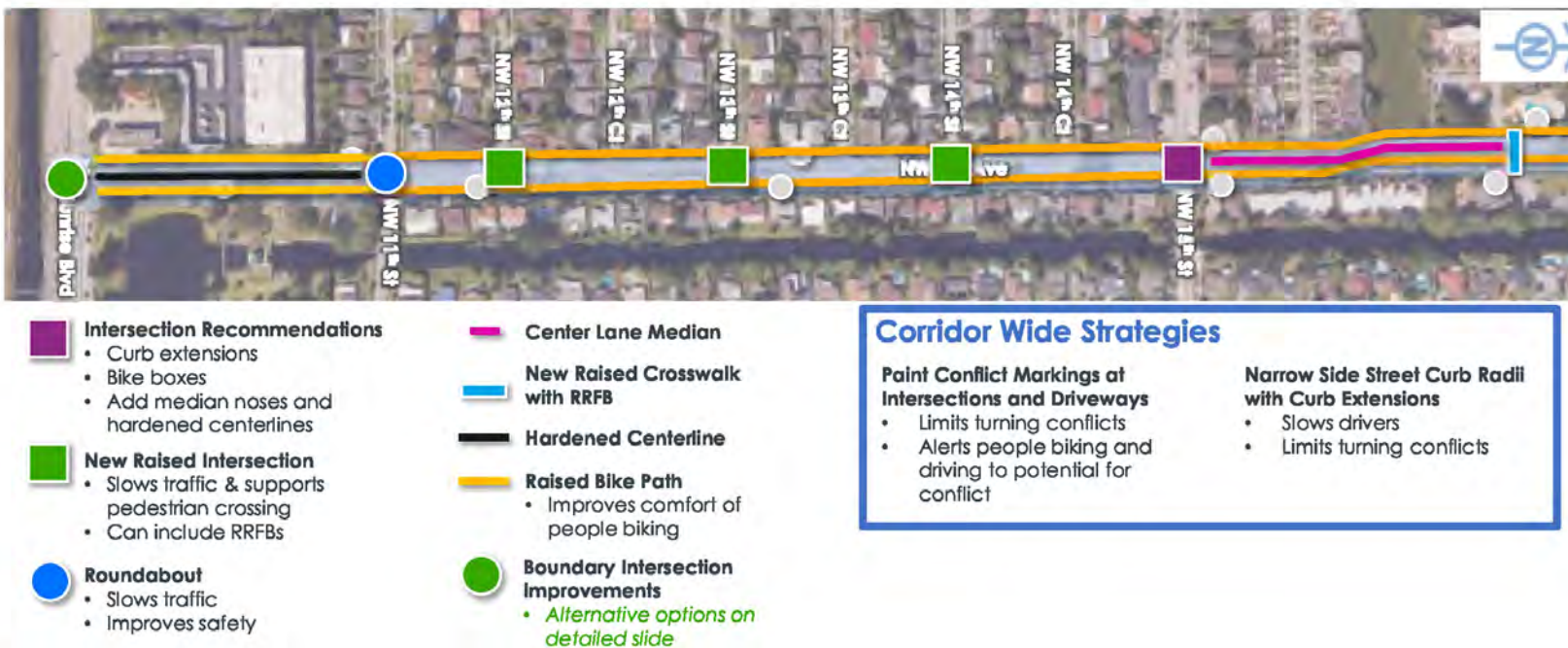
Recommendations

- No Quick Build Option
- Lane Repurposing needed to provide high quality bike facilities with landscaped buffers
- Ensure fire / emergency access so no consistent median; median islands may be feasible
- Combine with traffic calming treatments to eliminate turn lane and better facilitate turns like roundabouts, raised intersections, and raised crossings
- Right turn lane required at gate for 2500 Inverrary Club



NW 56 Av Southern segment

Recommendations Redesign NW 56 Av to reduce vehicle speeds to 25 MPH



5 NW 19 St to Central Broward Park

From NW 19 St @ NW 56 Av to Central Broward Park via NW 16 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Ped Bridge over Turnpike and Inter. at US 441 Broward Schools: Shared Use Path	2 miles	2 Lanes 4 on NW 16 St	25 MPH	Local & Major Collector / C4 & C3R	2	36, 40, 81 (19)



NW 19 St to Central Broward Park Western segment

Recommendations

- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
- Mini Roundabout**
 - Slows traffic
 - Improves safety
- New Raised Crosswalk with RRFB**
- Striped Bike Lanes**
 - Keeps people biking out of the way of transit
- Speed Humps**
- Intersection Recommendations**
 - See detail slide for NW 56th Ave
- Rebuild Pedestrian Bridge**
 - See detail slide



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
- Rebuild Roads**
 - Rebuild roads to urban standard that include curb and gutters

NW 19 St to Central Broward Park Western segment

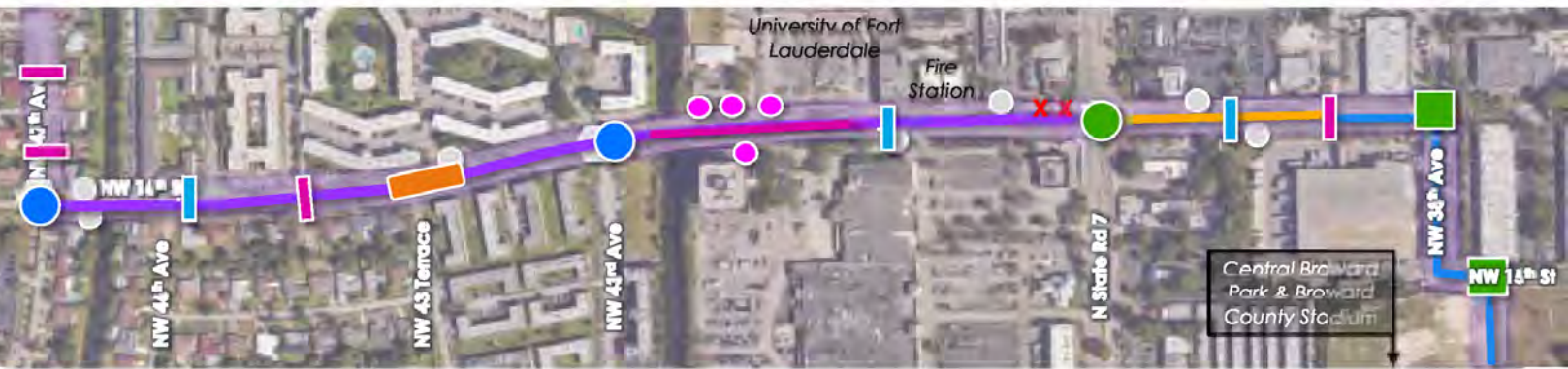
Pedestrian Bridge Recommendations



- 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

NW 19 St to Central Broward Park Eastern segment

Recommendations



- Speed Humps**
- Mini Roundabout**
 - Slows traffic
 - Improves safety
 - Increases traffic flow
- New Raised Crosswalk with RRFB**
- Peanut Roundabout**
 - Elongated roundabout
 - Improves safety
 - Reduces speeds
- Striped Bike Lanes**
- Add Median**
- Convert to Right in / Right out**
- Remove Access Point**
 - Access point is redundant
- New Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Can include RRFBs
- Boundary Intersection Improvements**
 - Alternative options on detailed slide
- Add Sharrows & Wayfinding**
- 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

6 Sunrise Blvd



Sunrise Blvd from 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

Recommendations



- Evaluate Installing a signal**
 - Driven by future potential development
 - Include a protected intersection, median islands, and dedicated phases for people walking and biking
- Intersection Recommendations**
 - Add protected intersection with refuge islands
 - Ensure future multi-use path connects to and crosses intersection
- Signalized Midblock Crossing**
 - Including median island and curb extensions to shorten crossing distance
- 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
- Bridge Improvements**
 - Consider improvements that limit obstructions and prevent machine tampering
 - Ensure future shared-use path connects to bridge
- Add Multi-Use Path Access Point**
- BSAP Project (by others)**
 - Intersection at NW 31 Av is included in the BSAP project
- New Pedestrian Bridge**
 - Provides alternative north-south and east-west path to US 441 for people walking and biking
- Add Median**
- Convert to Right In / Right out**
- Construct Shared Use Path**
- New Raised Crosswalk with RRFB**

Corridor Wide Strategies

Paint Conflict Markings and Base Pathways at Intersections and Driveways

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

Narrow Side Street Curb Radii with Curb Extensions

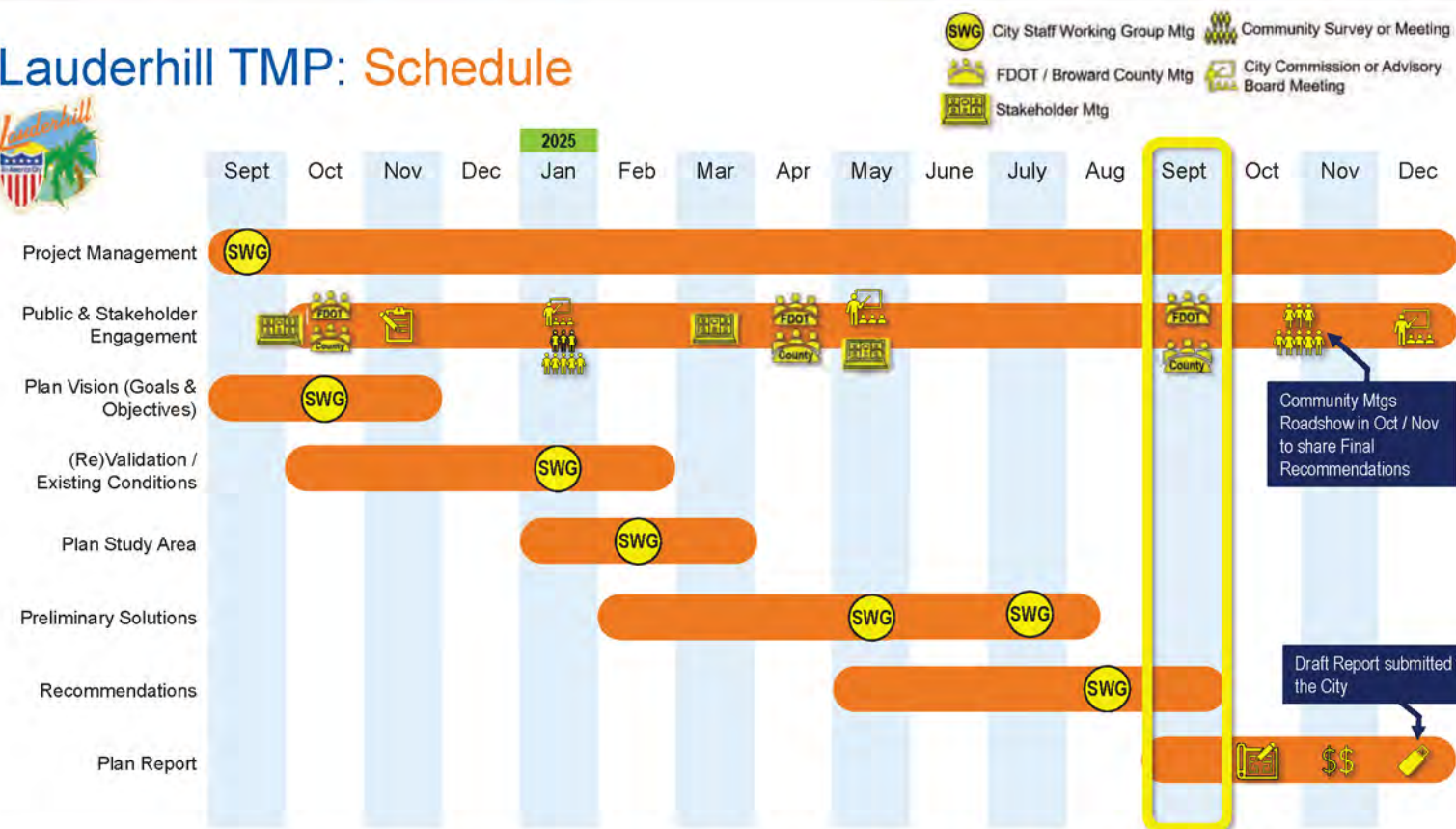
- Slows drivers
- Limits turning conflicts

Stakeholder Meeting: Broward County

September 29, 2025

BrowardMPO.org

1. **Lauderhill TMP: Schedule**
2. **Discussion: Final Recommendations**
 - 1) **Boundary Intersections Toolkit**
 - 2) **Recommendations Adjacent to PREMO roadways:**
 - A. **Adjacent to University Dr**
 - B. **Adjacent to Oakland Park Blvd**
 - 3) **Recommendations for County-owned facilities:**
 - A. **Rock Island Rd @ NW 44 St**
 - B. **Commercial Blvd @ NW 82 Av**
 - C. **NW 19 St @ NW 47 Av**
3. **Next Steps**



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

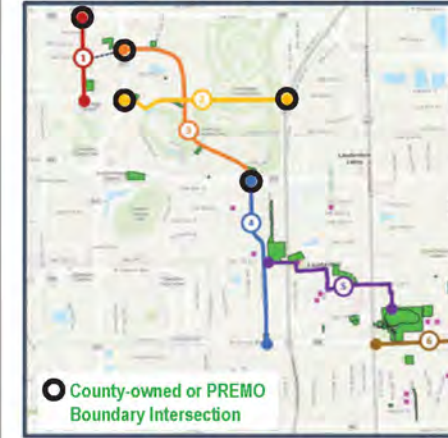
Sunrise Blvd:

- 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

Boundary Intersections Toolkit



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 both near-term and long-term 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 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



Recommendations Adjacent to PREMO roadways:

A. University Dr

B. Oakland Park Blvd

University Drive BRT – MTP Amendment

- University Drive BRT Project Description:
 - 15 miles of Bus Rapid Transit (BRT) along University Drive
 - Project Limit: BRT improvements between Sawgrass Mills Mall and A3A
 - 10 proposed stations
 - Transit lanes where feasible
 - Supplemental fixed route local service
- Total estimated project cost: approximately \$384M
- Proposed funding structure: 50% FTA, 25% State, 25% local
- \$8.8M to be committed in FY 2026 for PO&E phase
- PO&E phase is expected to begin in 2026

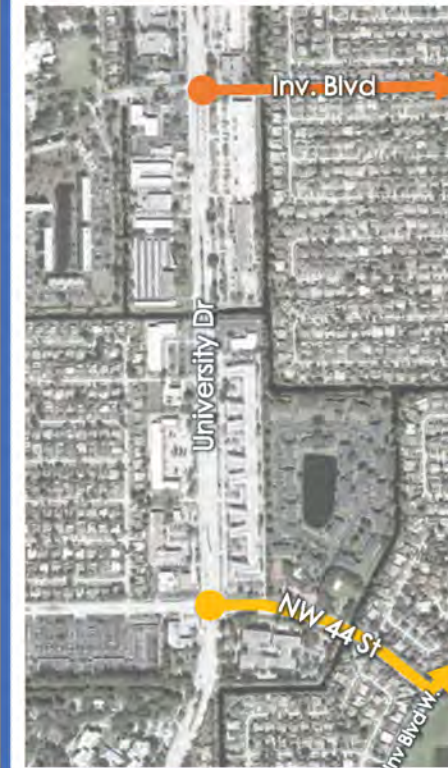


Oakland Park Blvd BRT – MTP Amendment

- Oakland Park Blvd BRT Project Description:
 - Approximately 15-mile BRT service along Oakland Park Blvd
 - Project Limit: BRT improvements between Sawgrass Mills Mall and A3A
 - 10 proposed stations:
 - Sawgrass Mills Mall
 - NW 75 Ave
 - NW 75 Ave
 - University Drive
 - Inverrary Blvd/NW 56 Ave
 - Transit lanes Flamingo Rd to Inverrary Blvd
 - Supplemental fixed route local service
- Total estimated project cost: approximately \$284M (100% funded using transportation sales tax funding)
- \$10.09M sales tax funding committed for PO&E phase
- PO&E study began in 2023
- Revenue service expected in 2030



Lauderhill TMP: Recommendations Adjacent to University Dr



Two Plan Study Area Roadways adjacent to University Dr: Inverrary Blvd and NW 44 St

- Inverrary Blvd:
 - Inverrary Blvd is the north / south spine road through the Inverrary community.
 - The segment north of NW 44 St provides access to single-family residential neighborhoods, a senior living facility, parks, and a commercial center with an Orthodox Synagogue.
 - Improve Pedestrian facilities
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures
- NW 44 St:
 - NW 44 St is the east / west spine road through the Inverrary community.
 - West of Inverrary Blvd West, NW 44 St is a 2-lane facility.
 - The roadway provides access to a mix of single-family and multi-family neighborhoods, as well as two parks, with commercial / office at University Dr and at the intersection with NW 44 St. There is an Orthodox Synagogue located close to NW 44 St.
 - Add or improve bike lanes
 - Develop consistent roadway configuration
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures

Inverrary Blvd (N of NW 44 St)



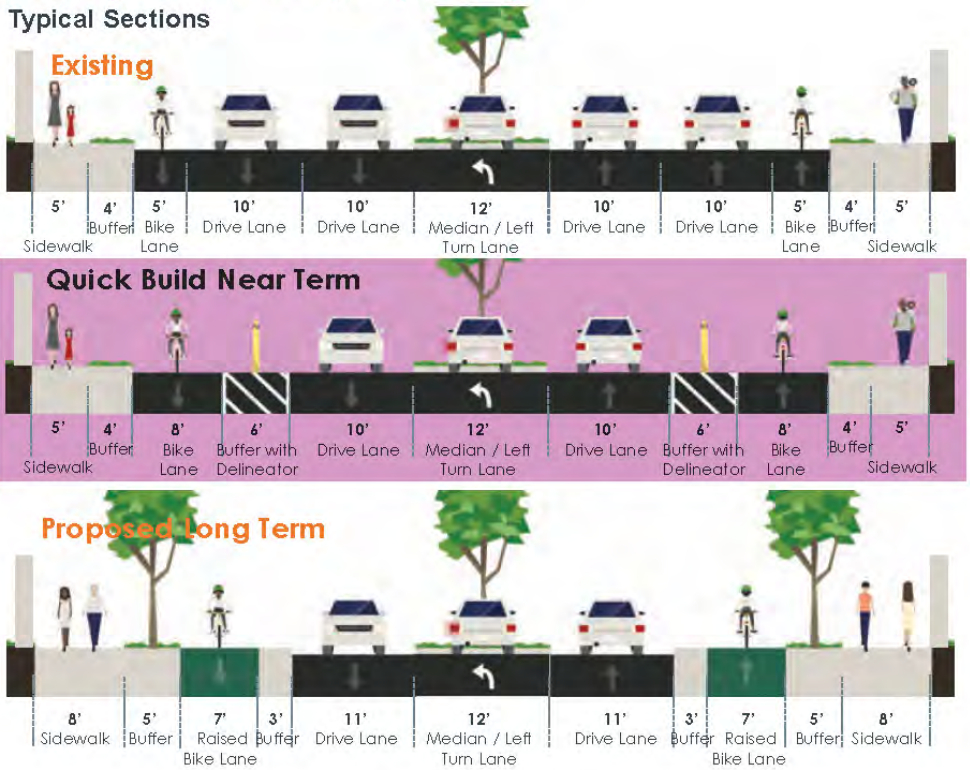
- Boundary Intersection Toolkit
- Lane Repurposing
 - North of NW 44 St
 - Reduce from four to two-lanes
 - Required to implement Roundabouts
 - See Detailed slide
- Raised Bikeway
- Center Lane Median
 - Maintaining existing 12 ft medians throughout Inverrary Blvd.
- Roundabout
 - Requires Lane Repurposing
 - Includes raised crosswalks
- Convert to Right in / Right out
- Raised Intersection with RRFB or Ped. Signal
- Intersection Improvements



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



- 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



NW 44 St



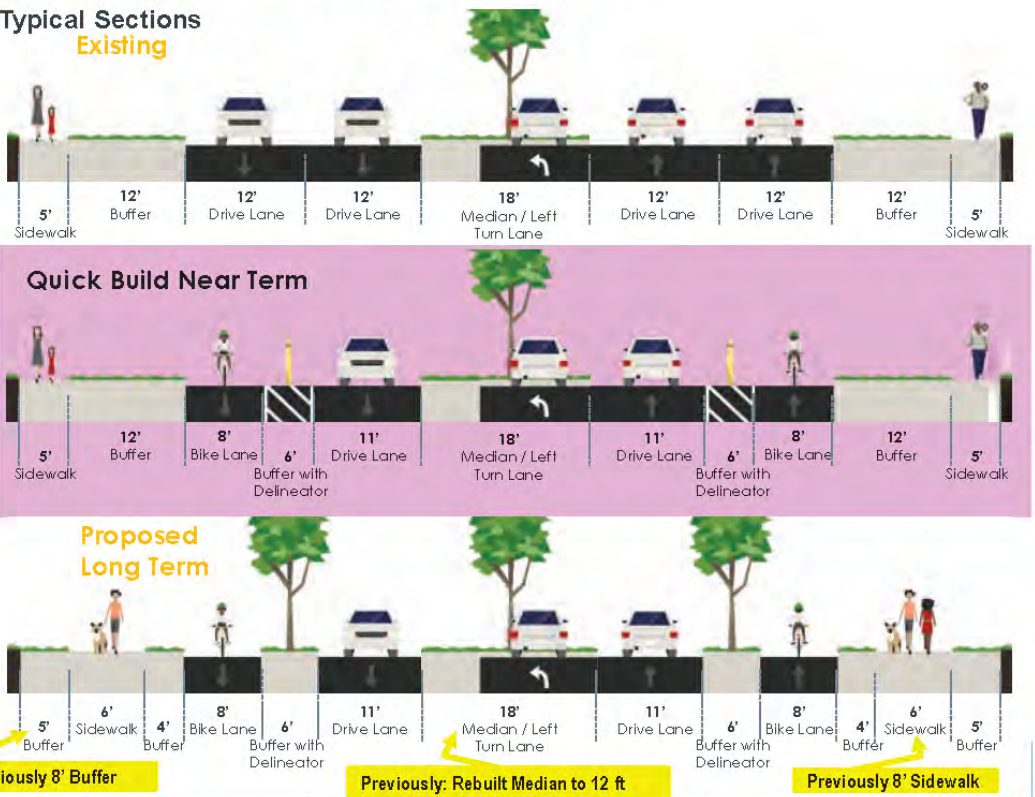
- Boundary Intersection Toolkit
- Lane Repurposing
 - University Dr to Inv Blvd West
 - Reduce from four to two-lanes
 - Space needed to accommodate bike lanes
- Protected or Raised Bikeway
- Roundabout
 - Includes raised crosswalks
- Raised Intersection with RRFB
 - Ped. Signal may be considered
- Raised Crosswalk with RRFB
 - Ped. Signal may be considered



NW 44 St: Lane Repurposing of 4-Lane Segment



- 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



Lauderhill TMP: Recommendations Adjacent to Oakland Park Blvd



Two Plan Study Area Roadways adjacent to Oakland Park Blvd: Inverrary Blvd and NW 56 Av

- Inverrary Blvd:
 - Inverrary Blvd is the north / south spine road through the Inverrary community.
 - The segment south of NW 44 St provides access to multi-family residential neighborhoods, including some restricted to age 55+, parks, non-operational golf course, hotel, and commercial / municipal uses at Oakland Park Blvd.
 - Fill in critical sidewalk and bicycle facility gaps
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures
 - ROW acquisition recommended for segment of roadway adjacent to Oakland Park Blvd, including from FDOT-owned former golf course.
- NW 56 Av:
 - North of NW 19 St, NW 56 Av is a 3-lane facility.
 - The roadway abuts a mix of single-family and multi-family neighborhoods, as well as two elementary schools, with commercial uses at Oakland Park Blvd.
 - Improve pedestrian facilities
 - Develop consistent roadway configuration
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures

Inverrary Blvd (S of NW 44 St)



- Boundary Intersection Toolkit
- Shared Use Path
- Raised Intersection with Pedestrian Signal
 - RRFB may be considered
- Intersection Improvements + Realignment of Inv Dr with Spanish Moss Te
 - Realignment requires ROW acquisition
 - Bike Protected Intersection • Median refuge islands • Leading pedestrian intervals
- Raised Crosswalk with RRFB
 - Ped. Signal may be considered
- Eliminate Bus Stop
- Center Lane Median
 - Maintaining existing 12 ft medians throughout Inverrary Blvd.



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



- Lime Hill Rd to City Hall Driveway**
- 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 / Constrained ROW



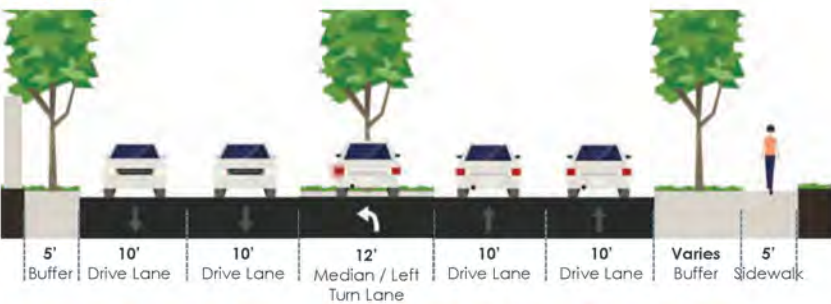
- Area abutting Inv Assoc Inc / water features**
- ROW Acquisition needed
 - Roadway would not need to shift in this location.
 - Existing Landscape Median to remain

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

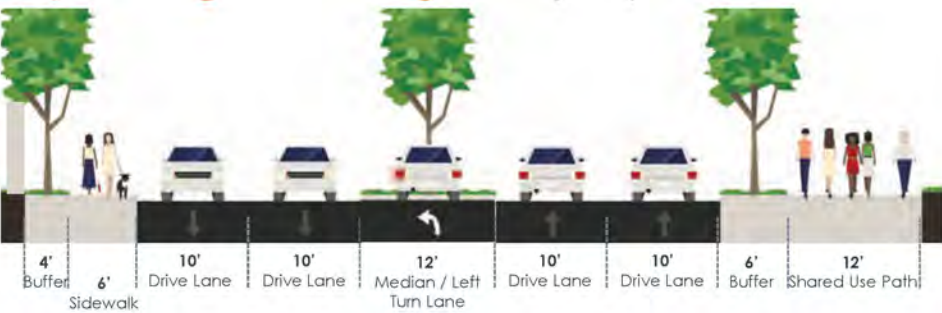
Water features at Inverrary Blvd just north of Oakland Park Blvd constrain the roadway from 80 feet to 65 feet;

- 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*
- *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.**

Typical Section South of Lime Hill Rd
Existing



Proposed Long Term – With Right of Way Acquisition*



NW 56 Av



- **Boundary Intersection Toolkit**
- **Convert to Right in / Right out**
- **Roundabout**
 - **North of NW 19 St:** May be feasible with existing lane configuration, with tapering to single lane prior to roundabout
- **Raised Crosswalk with RRFB**
 - Co-located with center lane median, to provide pedestrian refuge
- **Center Lane Median (Raised)**
- **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**
- **Protected or Raised Bike Path**
 - **North of NW 19 St:** requires lane repurposing
- **Move Bus stop**
 - Utilize RT lane for Endeavor PS as BCT Bus pull out



NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St

- Recommendations**
- Roadway rebuilt utilizing space from outside NB lane and narrowing SB lane
 - Widened sidewalks (8 ft)
 - Bike Lane raised to same elevation at sidewalk; New landscaping buffers from travel lane
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be hard scaped)
 - Existing median removed; New landscaped median built
 - Ensure fire / emergency access
 - Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

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



C. NW 19 St @ NW 47 Av



- 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

Existing Conditions

- Bus Stops
- ▬ Speed Hump



-  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

Corridor Wide Recommendations

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

Existing Conditions

☒ Bus Stops

☐ Speed Hump



- Roundabout
 - Replace 4-way stop intersections
 - Locate at neighborhood entry
- Speed Hump
- ▬ Raised Crosswalk with RRFB
 - **East of US441** - Co-locate with center lane median, to provide ped refuge
- Improvements to Ped Bridge

- ### Raised Intersection

 - Can include RRFBs
 - At NW 16 St & NW 47 Av:** Two BCT routes make LT at this intersection. If sufficient ROW exists, intersection could be designed as roundabout
- ### Sharrows

 - Convert to Right in / Right out

-  Boundary Intersection Toolkit
-  Protected or Raised bike lanes
 - **East of US441**, separates bicyclists from commercial and industrial vehicles
-  Peanut Roundabout
-  Close Driveway Access

Corridor Wide Recommendations

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

Lauderhill TMP: Schedule



- Project Management
- Public & Stakeholder Engagement
- Plan Vision (Goals & Objectives)
- (Re)Validation / Existing Conditions
- Plan Study Area
- Preliminary Solutions
- Recommendations
- Plan Report

- Next Steps:
1. Final Meetings with Stakeholders (FDOT / Broward County) – Document feedback.
 2. Submit Final Recommendations to Broward Schools
 3. Host three Community Meetings
 4. Develop Scopes of Work and Cost Estimates
 5. Draft Report submitted to City in December 2025

SWG

City Staff Working Group Mtg

Community Survey or Meeting

FDOT / Broward County Mtg

City Commission or Advisory Board Meeting

Stakeholder Mtg



Community Mtgs Roadshow in Oct / Nov to share Final Recommendations

Draft Report submitted to the City

I will send the meeting presentation several days in advance of the meeting.

1. Overview of the technical assistance to Lauderhill for TMP, including project schedule
2. Broward County's planned improvements within Lauderhill
 - a. Including projects identified in BMPO TIP, MAP Broward, & PREEMO
3. Review the redevelopment concept for Rock Island Rd (recently prepared by City)
4. Initial existing conditions / findings for Lauderhill

Microsoft Teams Need help? <<https://aka.ms/JoinTeamsMeeting?omkt=en-US>>

Meeting ID: 219 436 304 087

Passcode: ii4L95

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=17da5a79-4319-4730-a7f8-e5c0a1077ed1&tenantId=60a6012b-6a13-4696-a375-3d0688924532&threadId=19_meeting_ZTkYzjc3YzctMWFjYy00YmFhLWE1MmItNzg4ZTY4OTg4OTJh@thread.v2&messageId=0&language=en-US>

From: [Karen Friedman](#)
To: [Andrew Riddle](#); [Daniel Keester-O'Mills](#); [Chris Romano](#); [Laila Kitchen](#); [Richard Tornese](#); [Josette Severyn](#); [Fulchan Kevin](#); [Caratozzolo, Carmelo](#)
Cc: [Jessica Josselyn](#); [Marissa Tucker-Borquez](#); [Fazal Oureshi](#)
Subject: Broward MPO / Lauderhill TMP: Potential Solutions (Broward County)
Start: Tuesday, April 29, 2025 10:30:00 AM
End: Tuesday, April 29, 2025 12:00:00 PM
Location: Executive Conference Room
Attachments: [Plan Study Area Map.pdf](#)

A copy of the meeting presentation and potential solutions will be emailed in advance of the meeting.

Meeting Purpose:

* Meeting with Broward County Staff to review the potential solutions for the Lauderhill TMP Plan Study Area Roadways

* A map of the Plan Study Area roadways is in the attached PDF.

* The Plan Study Area consists primarily of city-owned roadways, but there is overlap with County-owned intersections, as well as BCT routes.

* Furthermore, pursuant to the Traffic Engineering Agreement (Res 93-117), Broward County has Traffic Engineering functions and duties for city-owned roadways in Lauderhill.

This is an In-Person meeting at Broward MPO's office – Executive Conference Room.

For the latest information on the Lauderhill TMP, please visit: <https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner

Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
NEW Direct Line (954) 449-6205
Florida Relay Service 711
FriedmanK@BrowardMPO.org <<mailto:bourgeoish@browardmpo.org>>

For more information on activities and projects of the Broward MPO, please visit: [BrowardMPO.org](http://www.browardmpo.org) <<http://www.browardmpo.org>> and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, click here <<mailto:info@browardMPO.org?subject=Please%20add%20me%20to%20the%20e-Blast%20list>> .

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Join the meeting now <https://teams.microsoft.com/join/19%3ameeting_ODBiODc0MTItM2YwMS00YTE4LTk5OTMtMmNmM2YTE2N2ZiNmUy%40thread.v2/0?context=%7b%22Tid%22%3a%2260a6012b-6a13-4696-a375-3d0688924532%22%2c%22Oid%22%3a%2217da5a79-4319-4730-a7f8>

Meeting to share the recommendations and discuss the County's projects for the below locations.

- * Rock Island Rd @ NW 44 St
- * NW 19 St @ NW 47 Av
- * Commercial Blvd @ NW 82 Av

* Oakland Park Blvd @ Inverrary Blvd
* University Dr @ NW 44 St and @ NW 50 St

Karen Friedman, AICP
Senior Transportation Planner

[Join the meeting now <https://teams.microsoft.com/l/meetup-join?%3ameeting=MjNkYzFInJAtYjM0MS00YmEyLlRkZWVtMDBiM2M3N2MyMDcl%40thread.v2/0?context=%7B%22Id%22%3A%2260a6012b-6a13-4696-a375-3d0688924532%22%2C%22Oid%22%3A%2217da579-4319-4730-a7f8-e5c0a1077ed1%22%7D>](https://teams.microsoft.com/l/meetup-join?%3ameeting=MjNkYzFInJAtYjM0MS00YmEyLlRkZWVtMDBiM2M3N2MyMDcl%40thread.v2/0?context=%7B%22Id%22%3A%2260a6012b-6a13-4696-a375-3d0688924532%22%2C%22Oid%22%3A%2217da579-4319-4730-a7f8-e5c0a1077ed1%22%7D)

Passcode: YW6cP98V

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=17da5a79-4319-4730-a7f8-e5c0a1077ed1&tenantId=60a6012b-6a13-4696-a375-3d0688924532&threadId=19_meeting_MjNkYzFmJnAtYjM0MS00YmEyLTk2OWMtMDBjM2M3N2MyMDc1@thread.v2&messageId=0&language=en-US

From: [Kitchen, Laila](#)
To: [Karen Friedman](#)
Cc: [Richard Tornese](#); [Caratozzolo, Carmelo](#)
Subject: RE: Comments? Lauderhill TMP: Potential Solutions (Broward County)
Date: Wednesday, May 14, 2025 11:27:21 AM
Attachments: [image005.png](#)
[image007.png](#)

Karen,

- For the intersection of NW 19 St @ NW 47 Av, HCED does not have any objections with converting from 4-way stop to roundabout as long as TED approves.
- For NW 44 ST @ Rock Island Rd, HCED does not have any objections with the improvements as long as TED approves.

Thank you.



Laila Kitchen, P.E., Engineering Unit Supervisor

Highway Construction and Engineering Division
1 N. University Drive, Box B300, Plantation, FL 33324-2038
Office Phone: 954-577-4565
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Wednesday, May 14, 2025 8:43 AM
To: Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>; Kitchen, Laila <LKITCHEN@broward.org>; Tornese, Richard <RTORNESE@broward.org>
Cc: dkeester <dkeester@lauderhill-fl.gov>; Chris Romano <cromano@kittelson.com>; Marissa Tucker-Borquez <mtborquez@kittelson.com>
Subject: RE: Comments? Lauderhill TMP: Potential Solutions (Broward County)

Carmello – Thank you. I will notify City Staff with your feedback for the process for requesting a traffic signal.

Are there any additional comments about the other two locations?

1. NW 44 ST @ Rock Island Rd (safety improvements)
2. NW 19 St @ NW 47 Av (convert from 4-way stop to roundabout)

Karen Friedman, AICP
Senior Transportation Planner



From: Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>
Sent: Tuesday, May 13, 2025 1:44 PM
To: Karen Friedman <Friedmank@browardmpo.org>; Laila Kitchen <lkitchen@broward.org>; Richard Tornese <rtornese@broward.org>
Cc: Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>
Subject: RE: Comments? Lauderhill TMP: Potential Solutions (Broward County)

Karen,

The request for a traffic signal at Commercial Blvd at NW 82 Av is a Broward County Admin Code 25.128 request, the city duly appointed contact shall make the request to Rasem Awwad or myself, prior to committing to the study.

Attached is the timing sheet for NW 44 St at Inverrary Blvd.



Carmelo Caratozzolo, P.E., Assistant Director
Broward County Traffic Engineering Division
2300 West Commercial Boulevard, Fort Lauderdale, FL 33309
Office Tel. No.: 954.847-2600
www.broward.org

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Tuesday, May 13, 2025 1:35 PM
To: Kitchen, Laila <LKITCHEN@broward.org>; Tornese, Richard <RTORNESE@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>
Cc: Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>
Subject: Comments? Lauderhill TMP: Potential Solutions (Broward County)

Laila, Richard, and Carmello, Good afternoon. This is about the **Lauderhill** TMP.

I am following up on comments for the Potential Solutions at the following county-owned locations:

1. NW 44 ST @ Rock Island Rd
2. NW 19 St @ NW 47 Av
3. Commercial Blvd @ NW 82 Av

Additionally, can you please send me:

1. Timing for the shabbat signalization for NW 44 St @ Inverrary Blvd
2. Copy of the study and/or warrant information for the signalized pedestrian crossing at Chabad of Parkland

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Karen Friedman

Sent: Thursday, May 1, 2025 12:21 PM

To: Laila Kitchen <kitchen@broward.org>; Richard Tornese <rtornese@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>

Cc: Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>; Marissa Tucker-Borquez <mtborquez@kittelson.com>; Chris Romano <cromano@kittelson.com>; Adam Burghdoff <aburghdoff@kittelson.com>; Fazal Qureshi <qureshif@browardmpo.org>

Subject: (Addl Lauderhill location) Comments - Broward MPO / Lauderhill TMP: Potential Solutions (Broward County)

Laila, Richard, and Carmello,

We have one more county-owned location in Lauderhill we would request your review and comments for: Intersection of Commercial Blvd @ NW 82nd Av.
We misidentified as FDOT-owned.

I have attached the information and recommendations for the intersection of Commercial Blvd @ NW 82 Av.

- This is an unsignalized intersection that allows full turning movements.
- We heard from the residents in the neighborhood that they have previously requested full signalization.
- Our potential solutions include a signalization (or at a minimum, signalized pedestrian crossing adjacent to the BCT stops located on the NE and SE corners of the intersection).
- Since this is a County-owned facility, we are requesting your review and options for improving the safety and ped / vehicular access at this intersection.

Thank you again....

Karen Friedman, AICP

Senior Transportation Planner



From: Karen Friedman

Sent: Tuesday, April 29, 2025 12:42 PM

To: Laila Kitchen <lkitchen@broward.org>; Richard Tornese <rtornese@broward.org>; Caratozzolo, Carmelo <CCARATOZZOLO@broward.org>

Cc: Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>

Subject: Comments - Broward MPO / Lauderhill TMP: Potential Solutions (Broward County)

Laila, Richard, and Carmello, Thank you for attending today's presentation of the potential solutions for the Lauderhill Transportation Master Plan.

Per our conversation, **I will follow up in two weeks (May 13) for your comments** for the proposed solutions for: NW 44 ST @ Rock Island Rd and NW 19 St @ NW 47 Av.

Carmello – Additionally, can you please send me:

1. Timing for the shabbat signalization for NW 44 St @ Inverrary Blvd
2. Copy of the study and/or warrant information for the signalized pedestrian crossing at Chabad of Parkland

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization

Trade Centre South

100 West Cypress Creek Road,

6th Floor, Suite 650

Fort Lauderdale, FL 33309-2181

NEW Direct Line (954) 449-6205

Florida Relay Service 711

FriedmanK@BrowardMPO.org

For more information on activities and projects of the Broward MPO, please visit:

BrowardMPO.org and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, [click here](#).

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Please Note: Florida has a very broad public records law. Most written communications to or from Broward MPO officials and/or employees regarding Broward MPO business are public records, and are available to the public and media upon request. Your e-mail communications, including your email address, may therefore be subject to public disclosure. This message, together with any attachments, is intended only for the addressee. It may contain information which is legally privileged, confidential and exempt from public disclosure. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, use, or any action or reliance on this communication is strictly prohibited. If you have received this e-mail in error, please notify the Broward MPO immediately by telephone (954) 876-0033 or by return e-mail and delete the message, along with any attachments.

C. FDOT Stakeholder Coordination

Lauderhill Transportation Master Plan

Stakeholder Meeting: **FDOT**
Project Introduction



October 31, 2024

BrowardMPO.org

Agenda

1. Lauderhill TMP: Basic Information
 - Agency Introductions
 - TMP Purpose
 - TMP Schedule
 - (Re) Validation of City Transportation Plan
 - Current Status
2. About Lauderhill
 - Youthful City
 - City of Elders
 - Other Notable Information
 - Lauderhill TMP Vision
 - Roadway Jurisdiction
3. Discussion
 - Planned Improvements and Studies
 - (Re) Validation
4. Next Steps



Introductions

MPO Staff:

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



Karen Friedman
Senior Planner



Andrew Riddle
Community Planning Manager

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*

TMP *multimodal* project categories:

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

The TMP is *not* intended to:

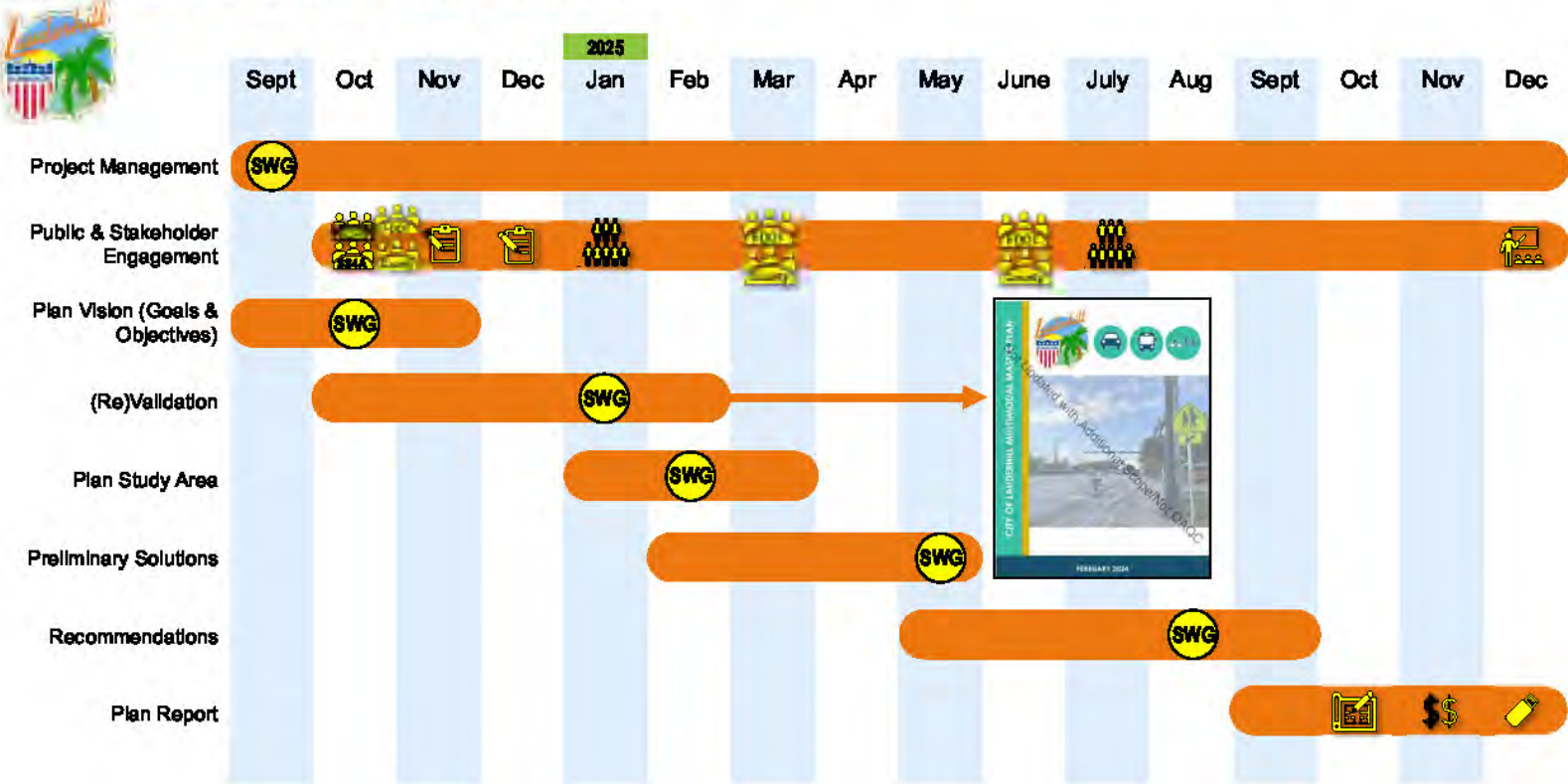
- Manage roadway congestion
- Assess projects of a scale or complexity that would require a feasibility study



BrowardMPO.org



Lauderhill TMP: Schedule



(Re)Validation / General Reflections

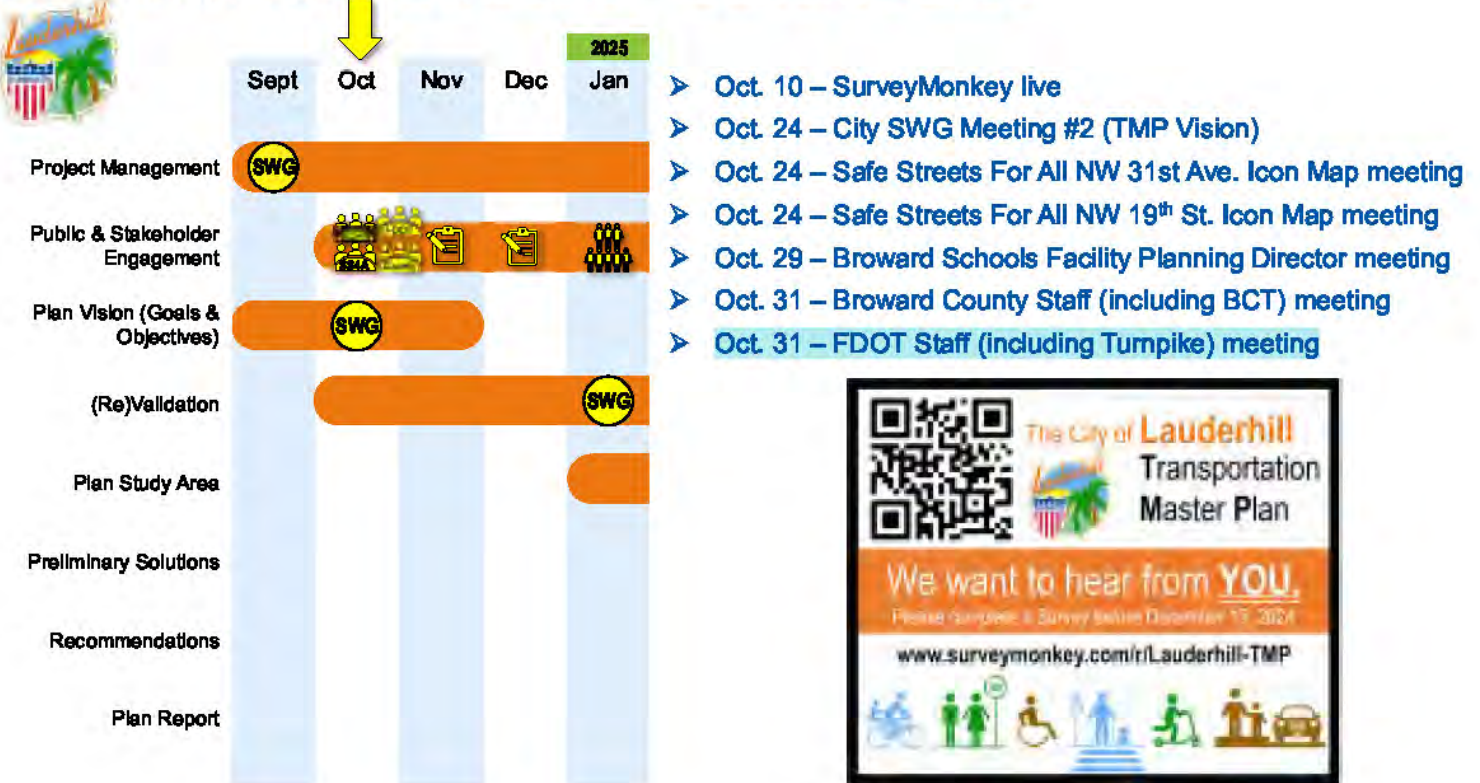


- NW Plan:**
- Completed June 2021
 - Study Area: Commercial Blvd to Oakland Pk Blvd; Rock Island Rd to Pine Island Rd
 - 8 Study Roadways
 - 11 Study Intersections
- Citywide Plan:**
- Completed Feb. 2024
 - Study Area: Commercial Blvd to Oakland Pk Blvd; Rock Island Rd to Pine Island Rd
 - 14 Study Roadways
 - 9 Study Intersections
 - 4 Network Enhancements

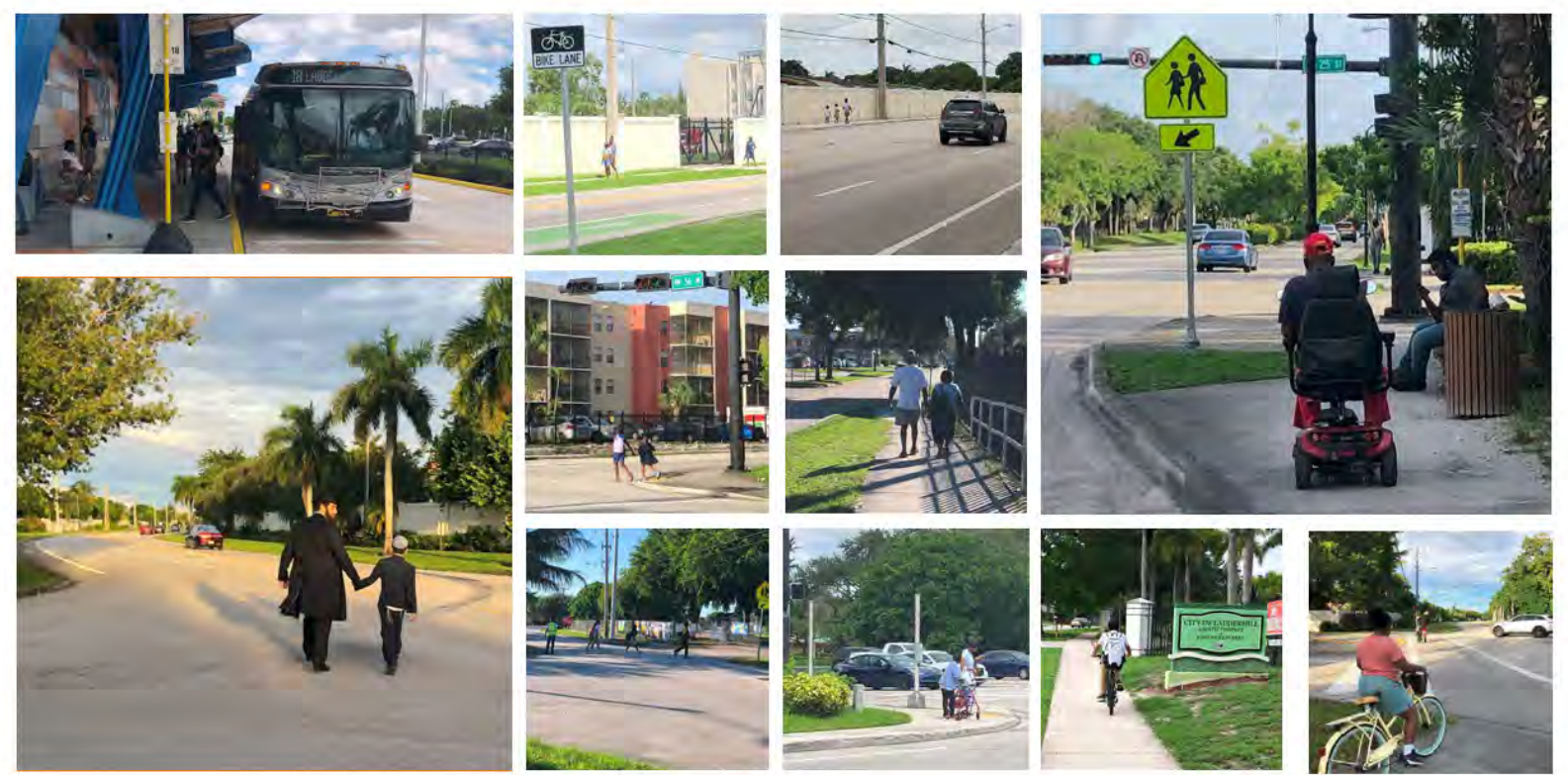
- Overview of Recommendations**
- Recommendations to address vehicular delay**
 - Extending left and right turn lanes
 - Signal timing optimization
 - Addition of new turn lanes, including double left turn lanes
 - Addition of acceleration lanes
 - Eliminating no right turn on red
 - Recommendations to address pedestrian travel**
 - Sidewalk gap closure
 - New multi-use paths
 - Recommendations to address pedestrian crossings**
 - Addition of pedestrian countdown signals
 - ADA improvements (adding detectable warnings)
 - Upgrade of crosswalks to high visibility
 - Recommendations to address bike travel**
 - Addition of standard bike lanes (in one location)
 - New multi-use paths
 - Recommendations to address transit**
 - Bus route extension
 - Installation of shelters or benches
 - Removal of one transit stop

- Summary of Recommendations**
- Recommendations are not considered in relation to each other. For example, how does the addition of a double left turn lane or right turn permissive phase impact people walking?
 - Recommendations do not seem to address crash history, especially as related to walking and biking crashes.
 - Generally the recommendations are vehicle focused.
 - Additional bus stop recommendations likely to be carried forward but may change based on further study.
 - Limited discussion of pedestrian crossing enhancements other than high emphasis crosswalks.
 - Limited discussion of bike facilities at intersections.
 - No discussion of bike level of stress; bike recommendations likely not all ages and abilities.
 - No discussion of crossing needs outside of currently signalized intersections.
 - No discussion of intersections outside of study network. Should be considered for segments at a minimum.
 - Limited discussion of bike facilities in southeastern half of city.

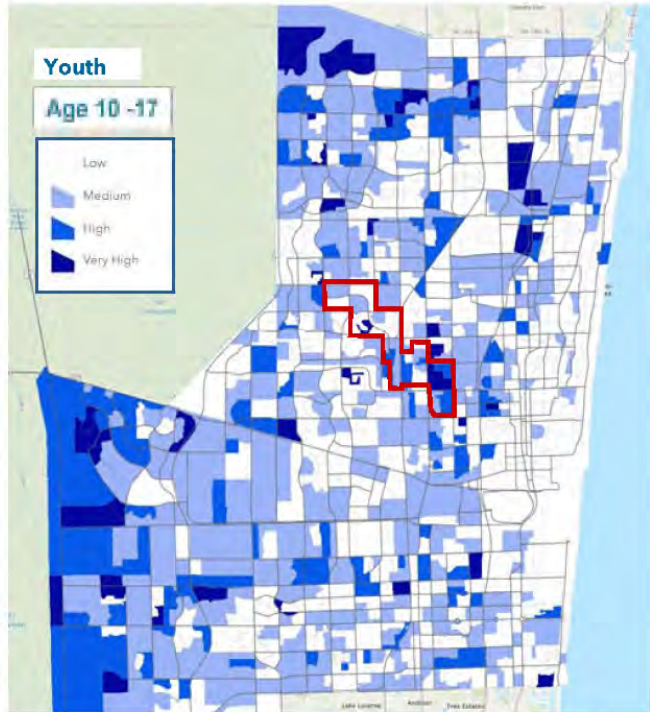
Lauderhill TMP: Schedule – Current Status



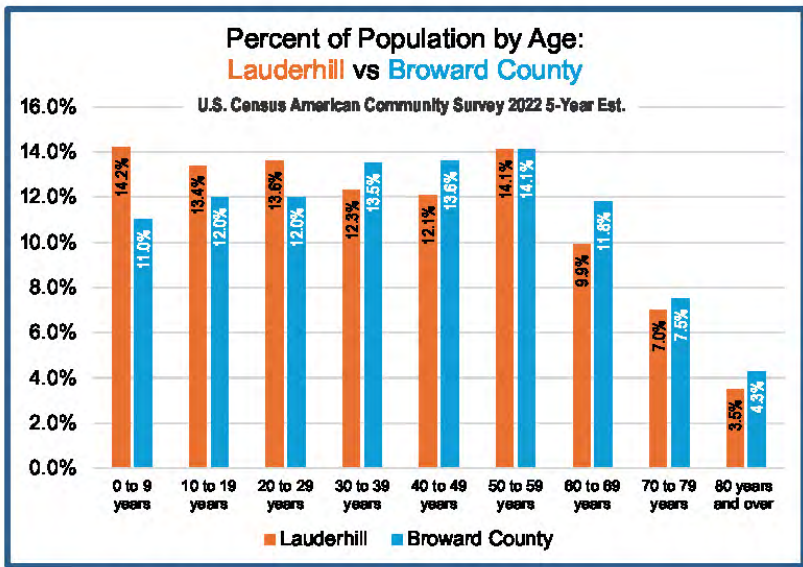
About Lauderhill.....



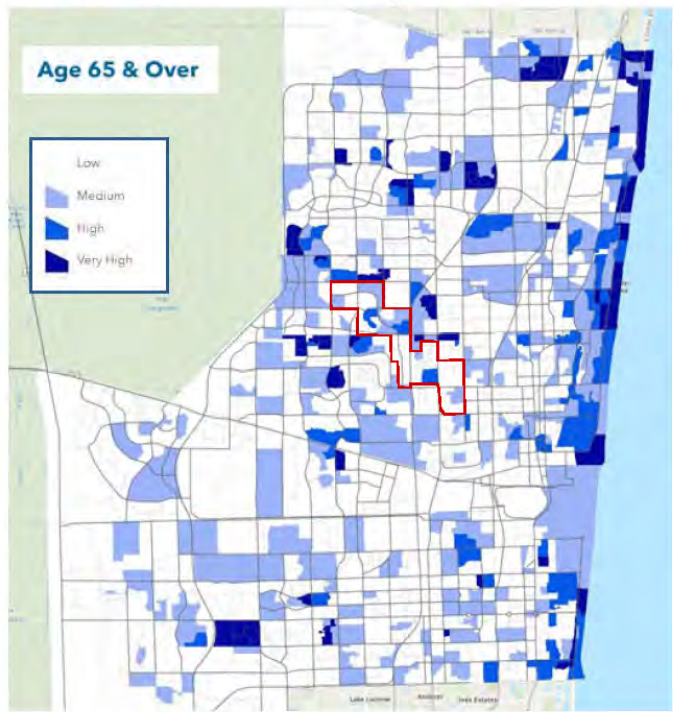
Lauderhill TMP: Youthful City



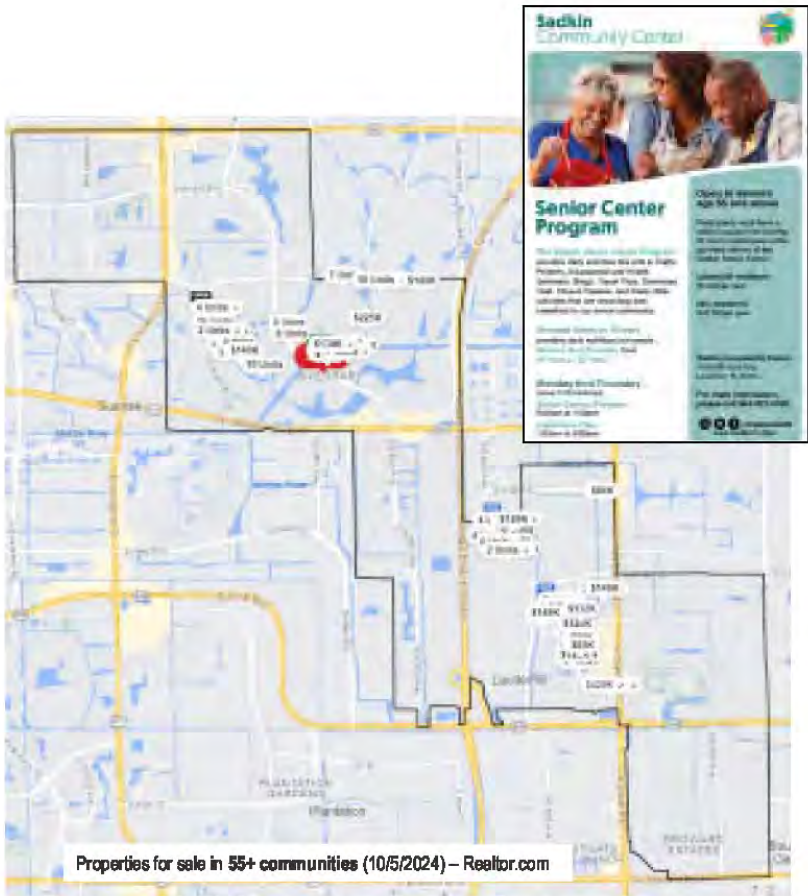
These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Lauderhill TMP: City for Elders

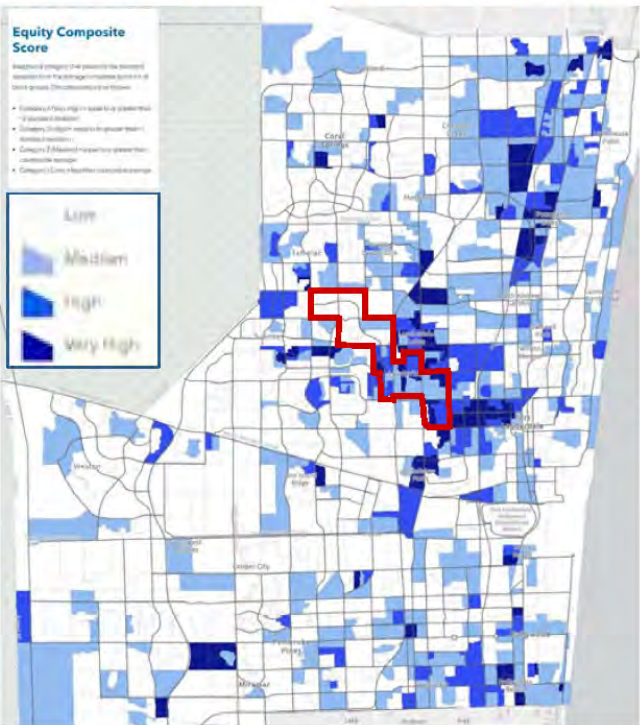


These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Properties for sale in 55+ communities (10/5/2024) – Realtor.com

Lauderhill TMP: Other Notable Numbers

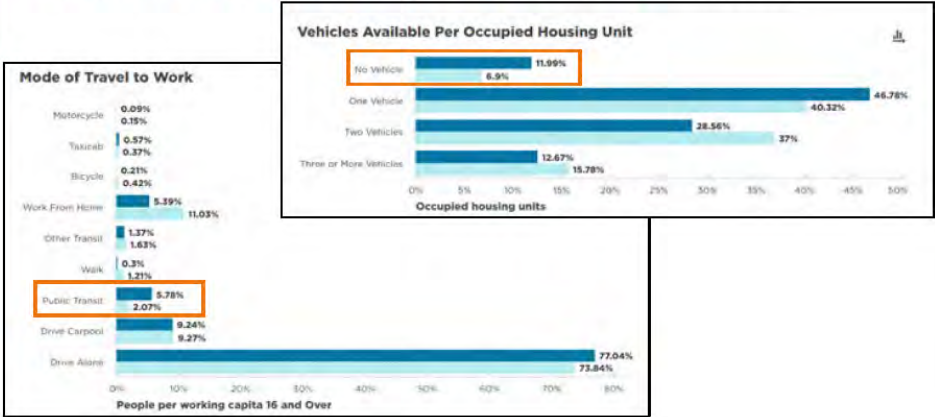


These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.

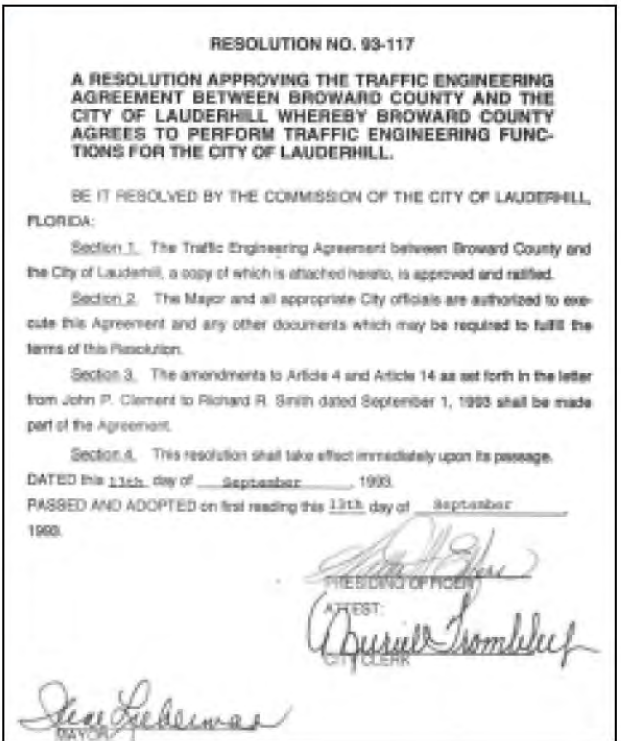
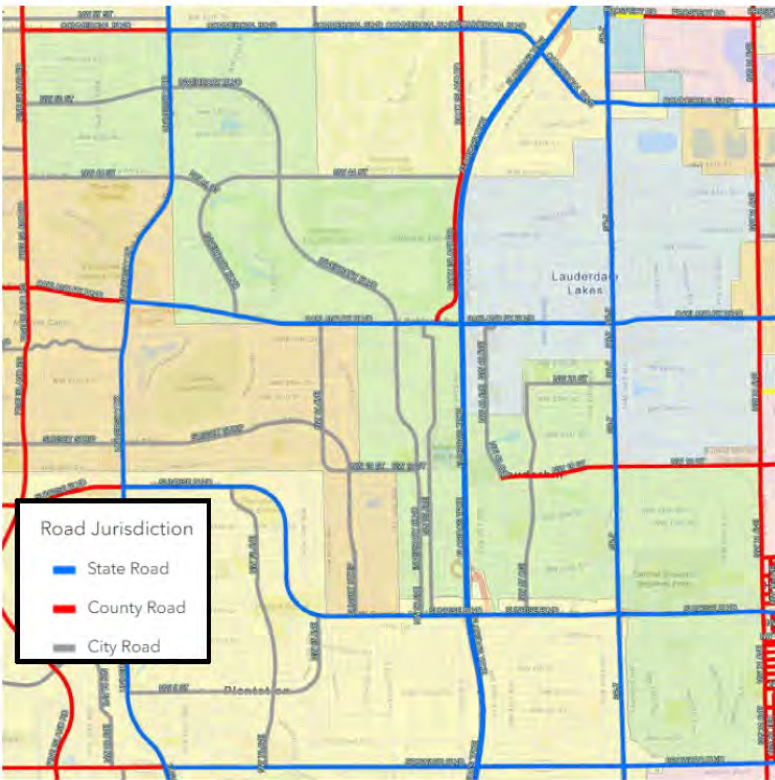
- 7 Community Shuttle Routes
- 2 Hassidic synagogues at Inverrary Dr & NW 44 St
- 9 Broward Public Schools:

	In City	Boundary Zones
Elementary	7	12
Middle	2	5
High	1	4

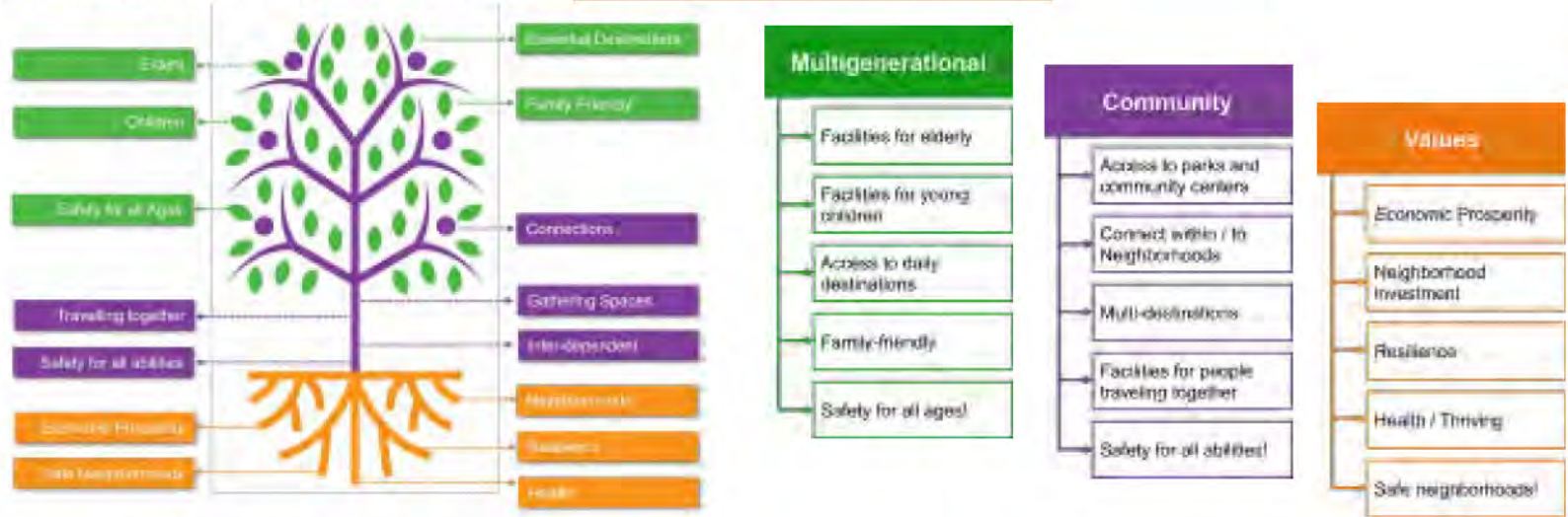
- 2 Libraries
- 26 Parks & Community Centers
- Travel Trends (City vs County)



Lauderhill TMP: Roadway Jurisdiction

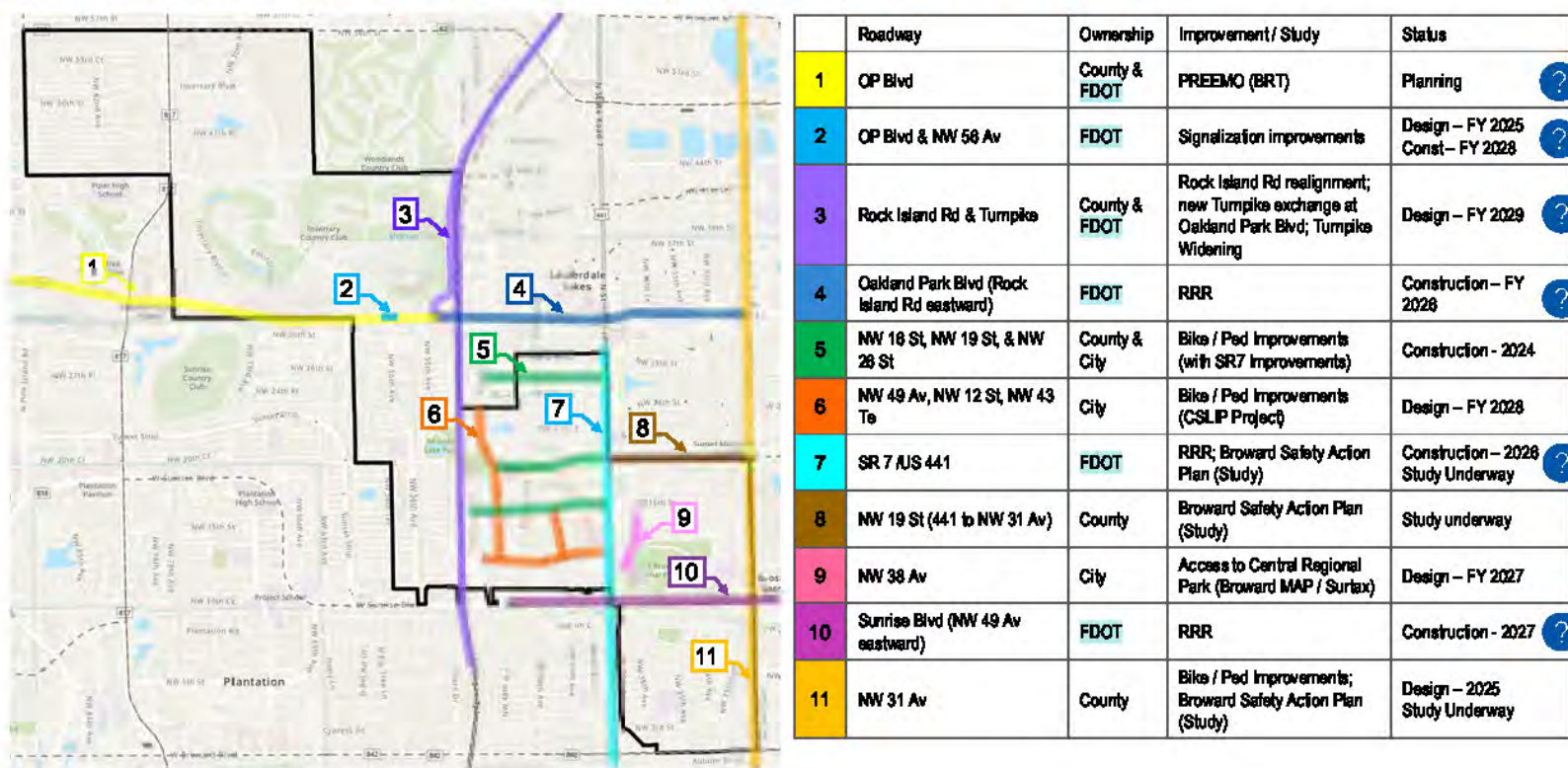


Lauderhill TMP: Vision rooted in the values of family

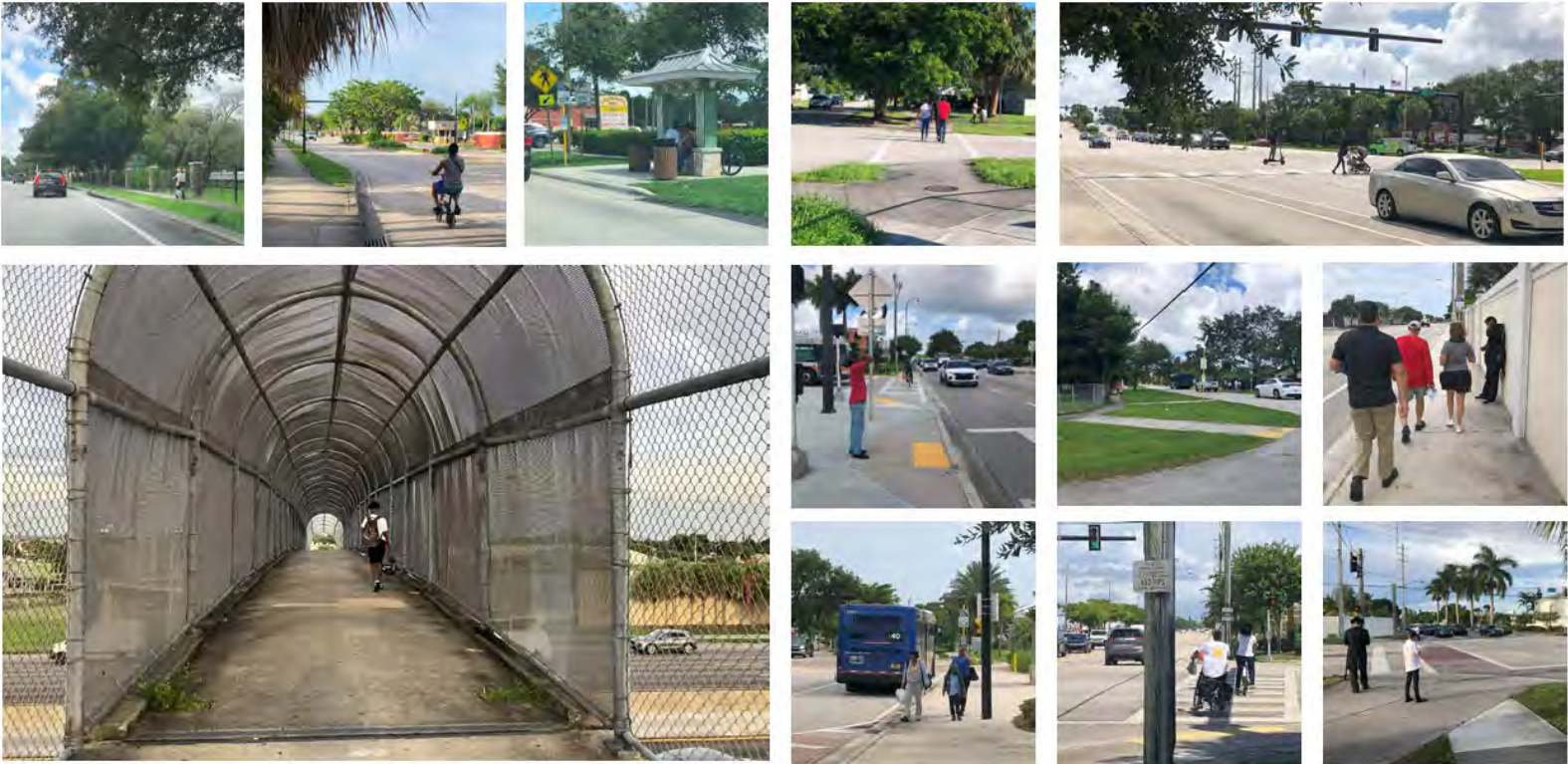


The Vision of the Lauderhill Transportation Master Plan is to ensure the City's transportation system is rooted in the values of family. The TMP is intended to identify improvements that create safe and family-friendly multimodal transportation facilities. The TMP recognizes that the City's transportation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

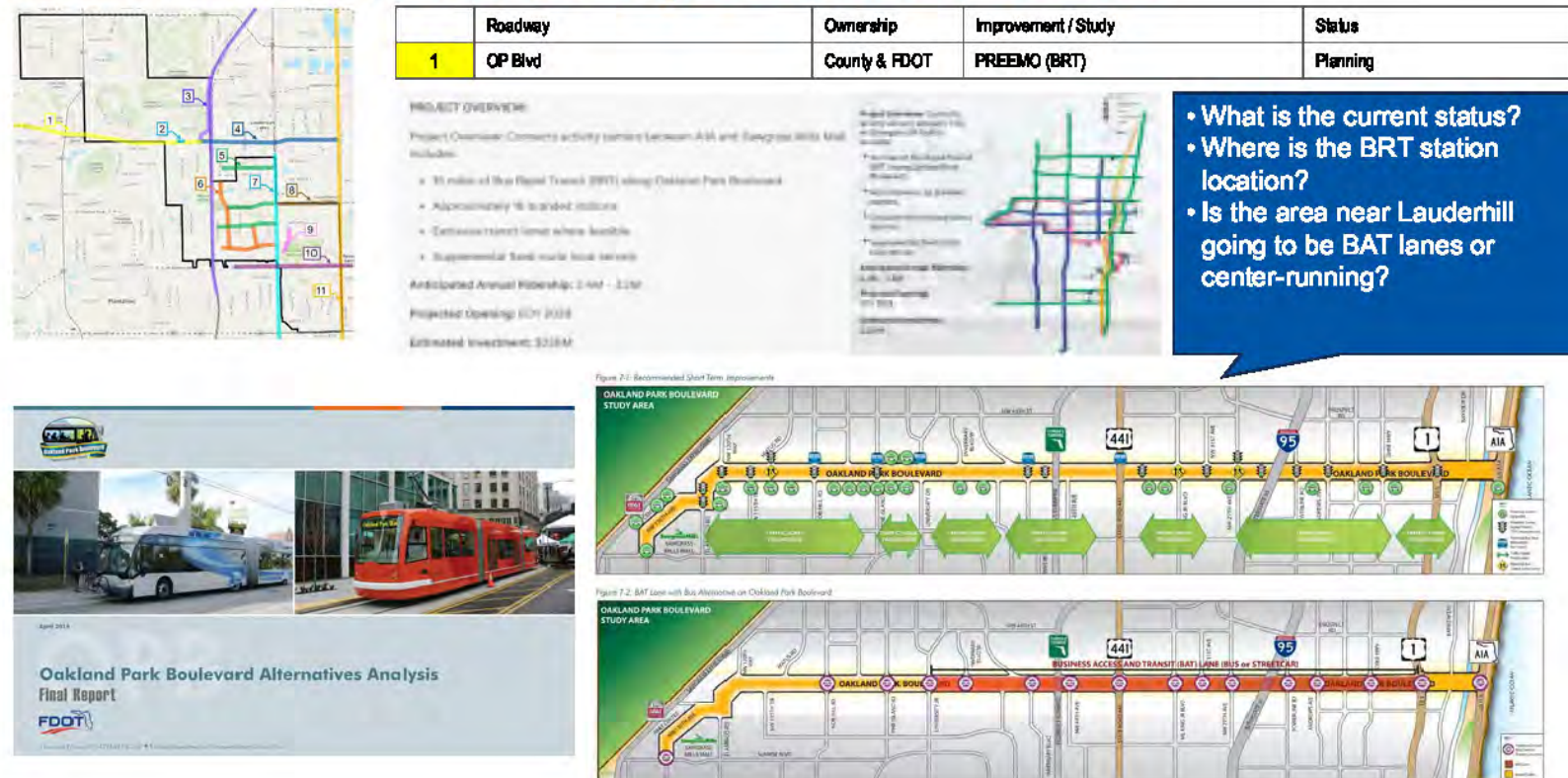
Lauderhill TMP: Planned Improvements / Studies



Discussion



Lauderhill TMP: Planned Improvements / Studies



Lauderhill TMP: Planned Improvements / Studies



- Any opportunity to add in additional improvements (pavement markings? Signage?)

	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

4531421SR 816 (OAKLAND PARK BLVD) AT NW 56TH AVENUE - INVERRARY BOULEVARDNon-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	Total
PE	ACSS	165,897	0	0	0	0	165,897
PE	SA	13,272	0	0	0	0	13,272
CST	ACSS	0	0	0	883,263	0	883,263
CST	SA	0	0	0	37,426	0	37,426
Total		179,169	0	0	920,689	0	1,099,858

Prior Year Cost:

Future Year Cost:

Total Project Cost:1,099,858

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



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

	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



Lauderhill TMP: Planned Improvements / Studies



- Any opportunity for intersection / safety improvements at intersection with Rock Island Rd?

	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

4476751SR-816/OAKLAND PARK BLVD FROM ROCK ISLAND ROAD TO EAST OF NW 31 STREETNon-SIS



Work Summary:RESURFACINGFrom:To:Lead Agency:FDOTLength: 2.731MTP Pg.: 5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
CST	DS	0	5,830,141	0	0	0	5,830,141
CST	DIH	0	69,891	0	0	0	69,891
CST	DDR	0	2,526,056	0	0	0	2,526,056
Total		0	8,426,088	0	0	0	8,426,088

Prior Year Cost:1,249,383

Future Year Cost:

Total Project Cost:9,675,471

Project Description:

Lauderhill TMP: Planned Improvements / Studies



- Is design complete?
- What multimodal improvements are included (bike lane??)

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

Broward MPO Transportation Improvement Program - FY 2025 - 2029

4484101SR-7/AUS-441 FROM NW 3RD STREET TO NORTH OF NW 26TH STREETNon-SIS



Work Summary:	RESURFACING	From:	
		To:	
Lead Agency:	FDOT	Length:	2.525
		MTP Pg.:	5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
CST	DS	0	1,137,666	0	0	0	1,137,666
CST	DIH	0	91,149	35,218	0	0	126,364
CST	ACPR	0	46,156	0	0	0	46,156
CST	DDR	0	7,753,362	0	0	0	7,753,362
Total		0	9,028,360	35,218	0	0	9,063,578

Prior Year Cost:

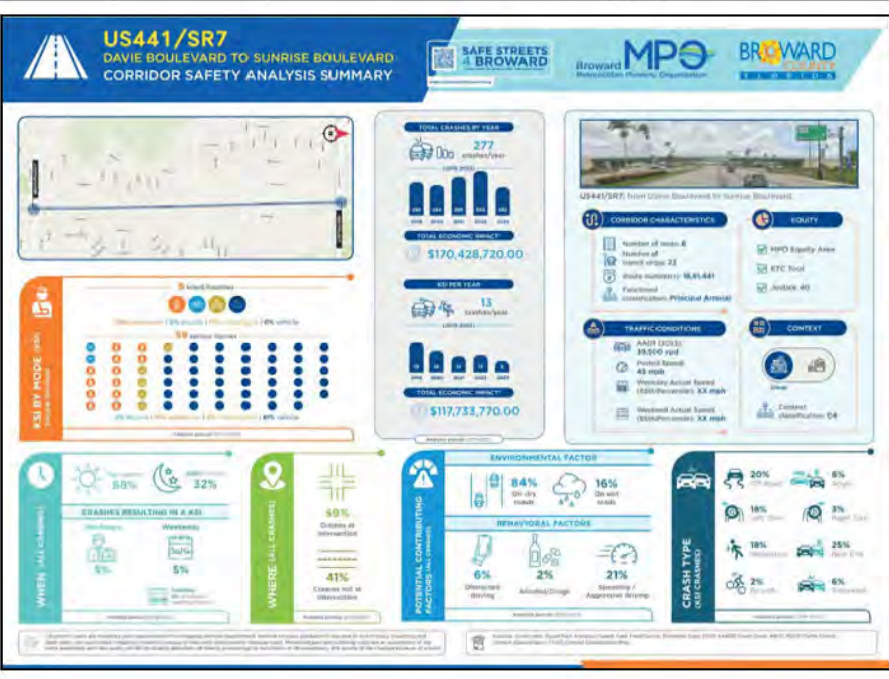
901,193

Future Year Cost:

Total Project Cost:

10,024,771

Project Description:



Lauderhill TMP: Planned Improvements / Studies



- Is design complete?
- What multimodal improvements are included (bike lane)?

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

Broward MPO Transportation Improvement Program - FY 2025 - 2029

4498211SR-838/W SUNRISE BLVD FROM NW 47 AV TO W OF I-95 OVERPASSNon-SIS



Work Summary:RESURFACINGFrom:To:Lead Agency:FDOTLength: 2.508MTP Pg.: 5-36

Phase	Fund Source	2025	2026	2027	2028	2029	Total
PE	DDR	10,638	0	0	0	0	10,638
CST	DIH	0	0	99,268	0	0	99,268
CST	DDR	0	0	9,546,722	0	0	9,546,722
Total		10,638	0	9,645,990	0	0	9,656,628

Prior Year Cost:1,049,832Future Year Cost:Total Project Cost:10,706,460Project Description:52-02: LF TSM&O WITH BROWARD COUNTY

NW Plan: Oakland Park Blvd Concepts

Inverrary Boulevard and Oakland Park Boulevard



Plan Recommendation: Implement westbound right turn phase permissive / overlap phase; add southbound left turn lane

Comments: Very long pedestrian crossing; likely need a refuge if median is widened; consider level of traffic stress analysis; bike lane may not be suitable for all ages and abilities; consider intersection improvements for walking and biking comfort; history of walking and biking crashes not addressed

Rock Island Road and Oakland Park Boulevard



Plan Recommendation: Convert southbound right turn lane to shared left and right turn lane; upgrade crosswalk to special emphasis; widen median

Comments: Very long pedestrian crossing; likely need a refuge if median is widened; consider level of traffic stress analysis; bike lane may not be suitable for all ages and abilities; consider intersection improvements for walking and biking comfort; history of walking and biking crashes not addressed

NW Plan: Network Recommendations Concepts

Middle River Trail Extension (From Citywide Plan – Network Enhancements)



Plan Recommendation: Construct Shared Use Path and pedestrian bridge over turnpike and Inverrary Drive; add crossing enhancements

Comments: Agree with recommendations; may enhance based on existing conditions analysis if appropriate



NW 19th Street Extension



Plan Recommendation: Replace pedestrian bridge over Turnpike with full street; add wide sidewalk on one side of the road

Comments: No bike lane; sidewalk on only one side; consider utilizing Environmental Department property to reach NW 49th Ave instead of condemning house

NW 38th Avenue Pedestrian Bridge



Plan Recommendation: Add pedestrian bridge over Sunrise Blvd

Comments: Unclear if / how people biking will be accommodated



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. Refine Goals and Objectives + Develop TMP Evaluation Framework:
 - Complete (Re) Validation of McManhan Plan Recommendations
 - Prepare Citywide, high level existing conditions assessment
4. Data Collection + Field Visits (Ongoing)
6. Analyze Results of TMP Survey (Survey closes Dec 16th)

- Provide feedback on City's NW & Cityside Transportation Plan
- January 2026 – Invited to TMP Community Meetings
- March 2026 – Meeting to present Plan Study Area Roadways + Existing Conditions



Lauderhill Transportation Master Plan

Stakeholder Meeting: **FDOT**
Project Introduction (Additional Slides)



October 31, 2024

BrowardMPO.org



browardmpo.org

Additional Information / time permitting

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 19th Street from NW 49th Avenue to SR 7/US 441

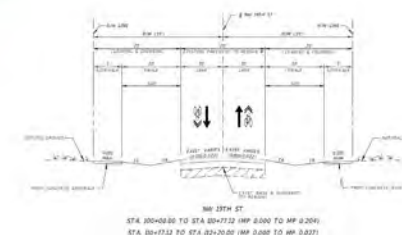
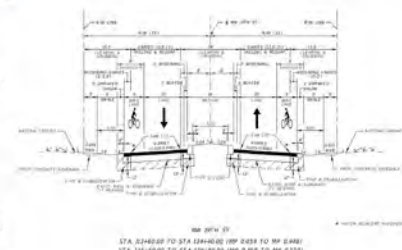
- Milling and resurfacing the existing roadway from NW 47th Avenue to SR 7/US 441 to ensure long-term resilience
- Minor roadway widening throughout project limits to accommodate 5-foot bicycle lanes
- Adding a continuous 5-foot concrete sidewalk in each direction within project limits to enhance safety 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 NW 46th Avenue and NW 42nd Avenue to SR 7/US 441 to ensure long-term resilience
- Minor roadway widening throughout project limits to accommodate 5-foot bike 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 \(a56d6.com\)](https://www.fdot.com/transportation/central-florida/broward-county-construction-home)



CONTACT INFORMATION

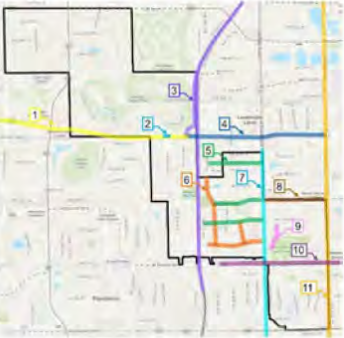
Lauderhill TMP: Planned Improvements / Studies



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
8	NW 19 St (441 to NW 31 Av)	County	Broward Safety Action Plan (Study)	Study underway



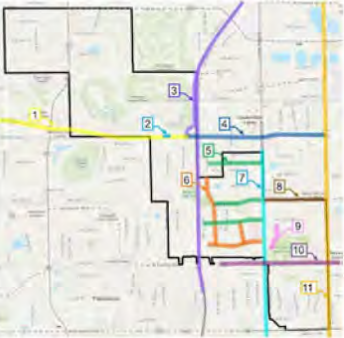
Lauderhill TMP: Planned Improvements / Studies



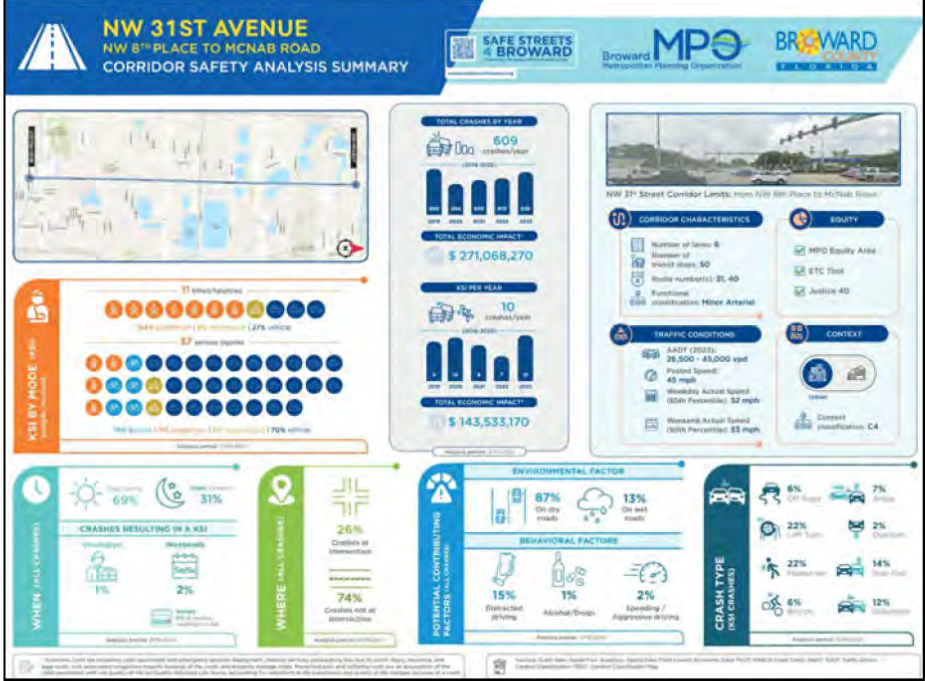
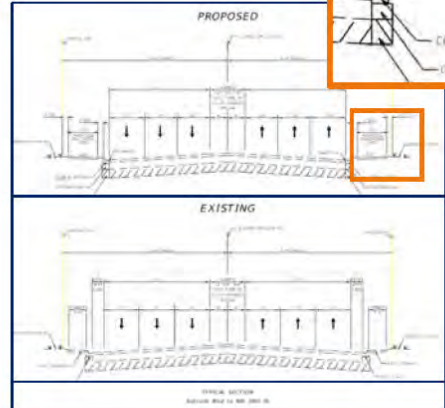
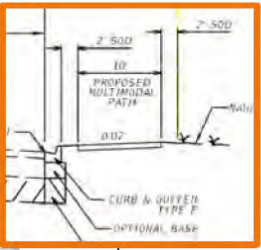
	Roadway	Ownership	Improvement / Study	Status
9	NW 38 Av	City	Access to Central Regional Park (Broward MAP / Surtax)	Design – FY 2027



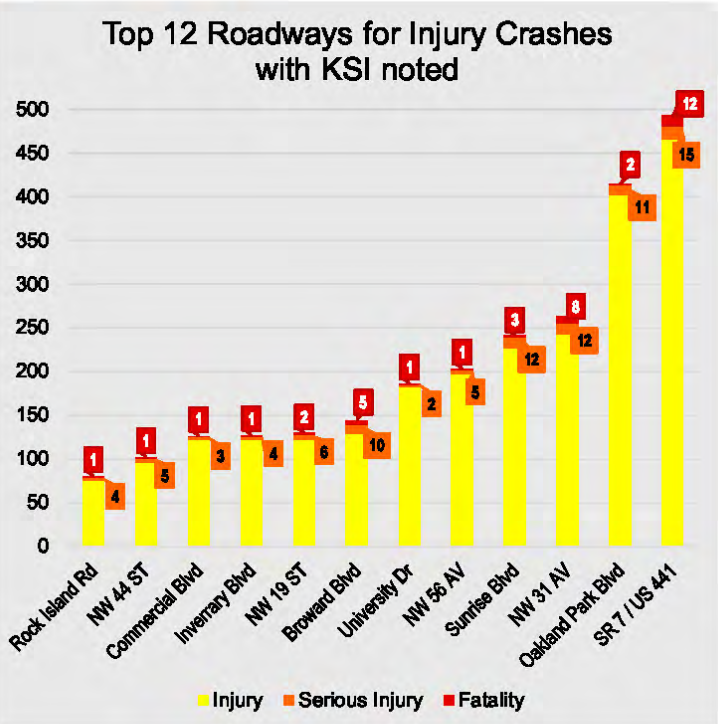
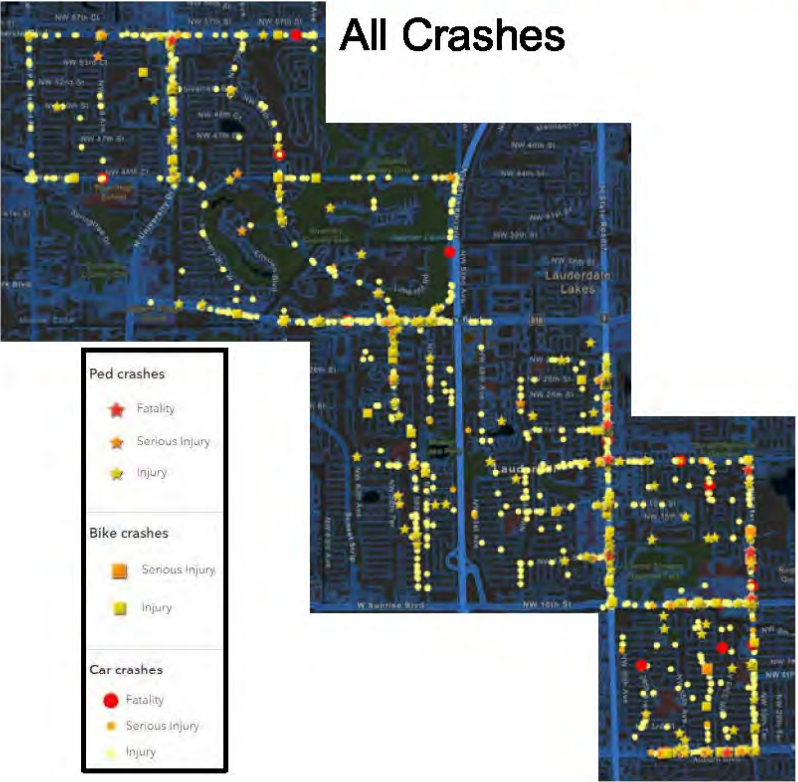
Lauderhill TMP: Planned Improvements / Studies



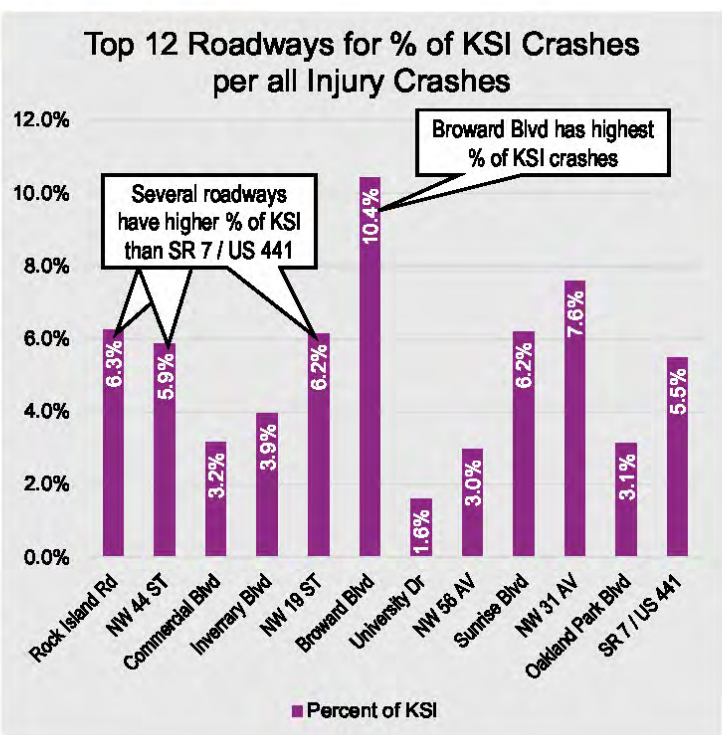
	Roadway	Ownership	Improvement / Study	Status
11	NW 31 Av	County	Bike / Ped Improvements; Broward Safety Action Plan (Study)	Design – 2025 Study Underway



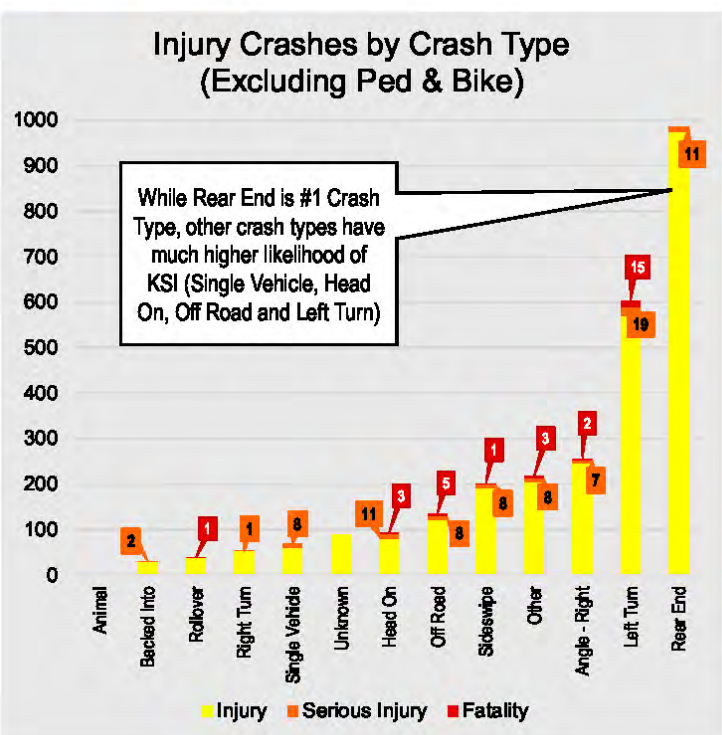
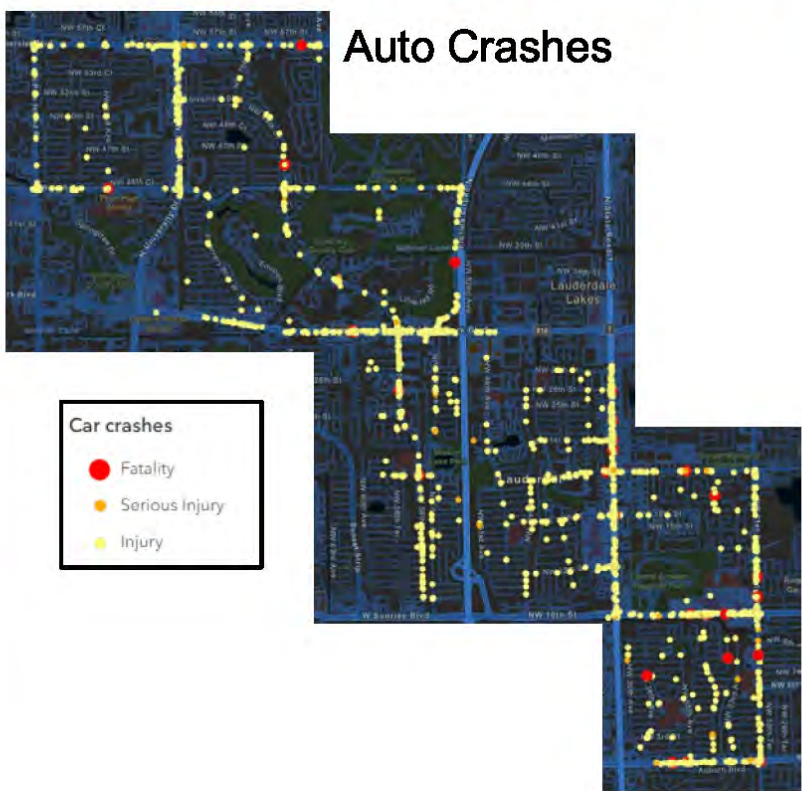
Lauderhill TMP: Injury Crashes (2019 – 2023)



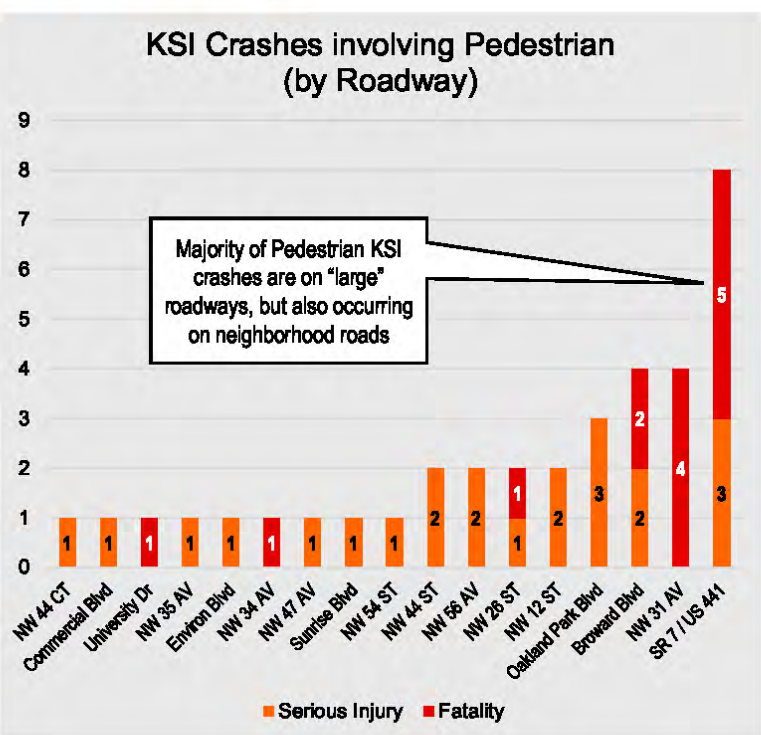
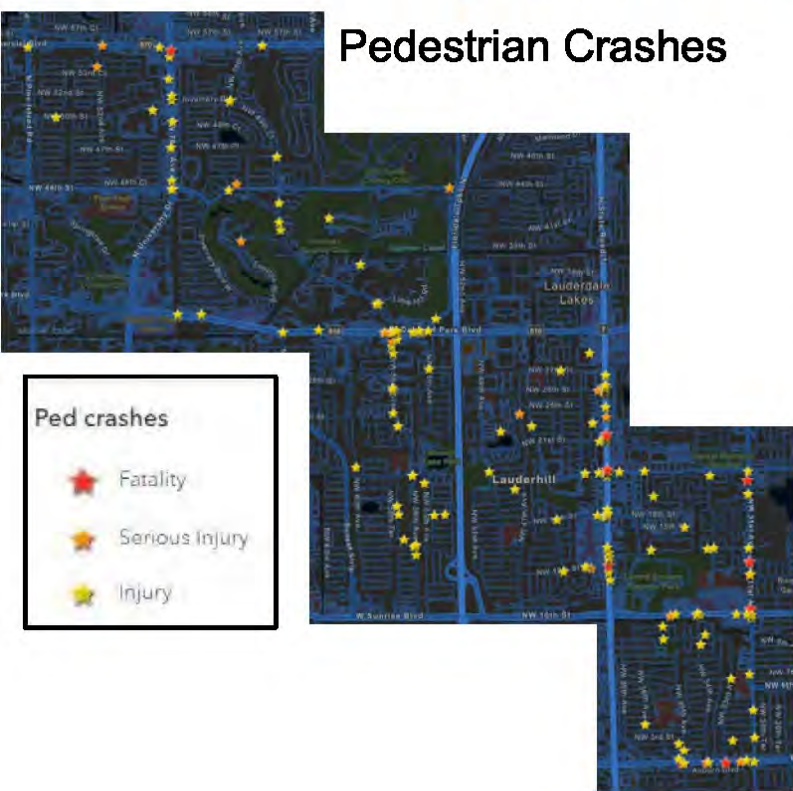
Lauderhill TMP: Injury Crashes (2019 – 2023)



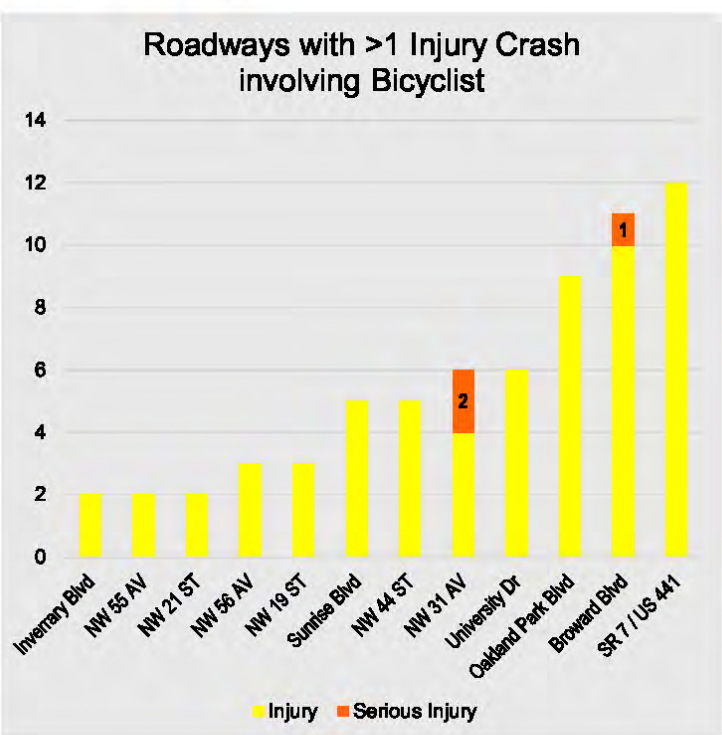
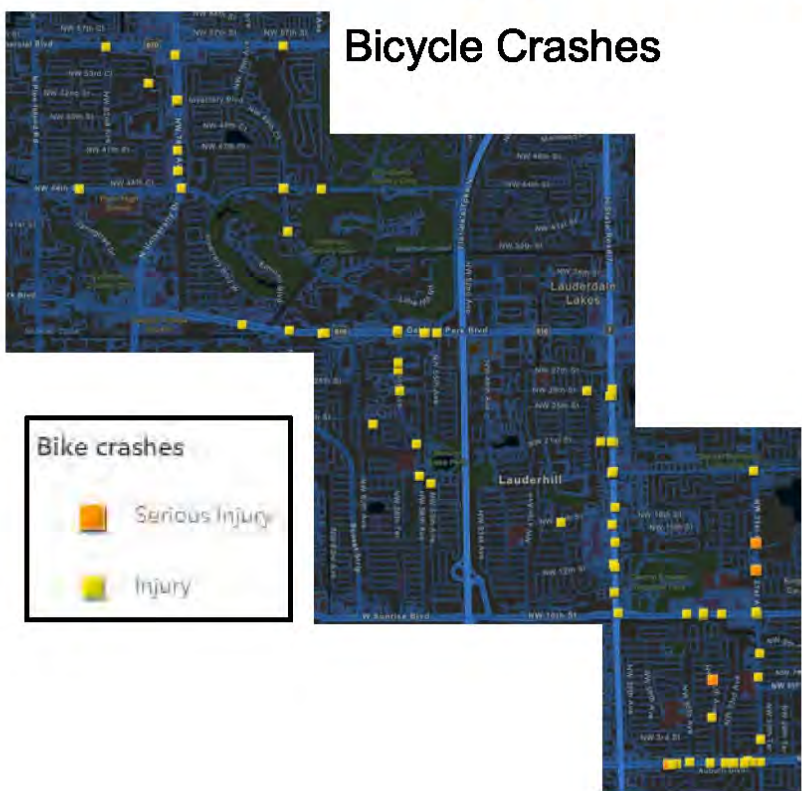
Lauderhill TMP: Injury Crashes (2019 – 2023)



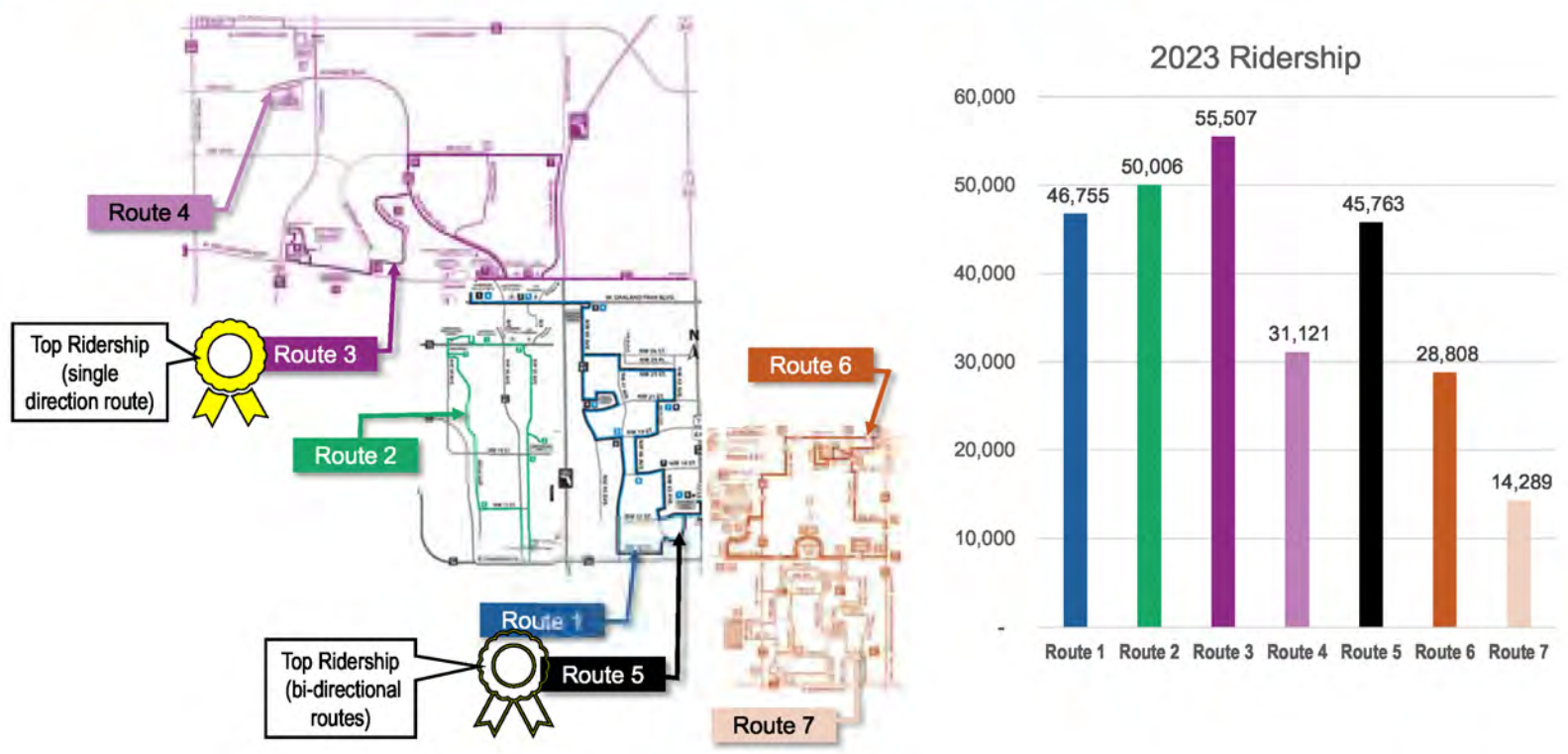
Lauderhill TMP: Injury Crashes (2019 – 2023)



Lauderhill TMP: Injury Crashes (2019 – 2023)

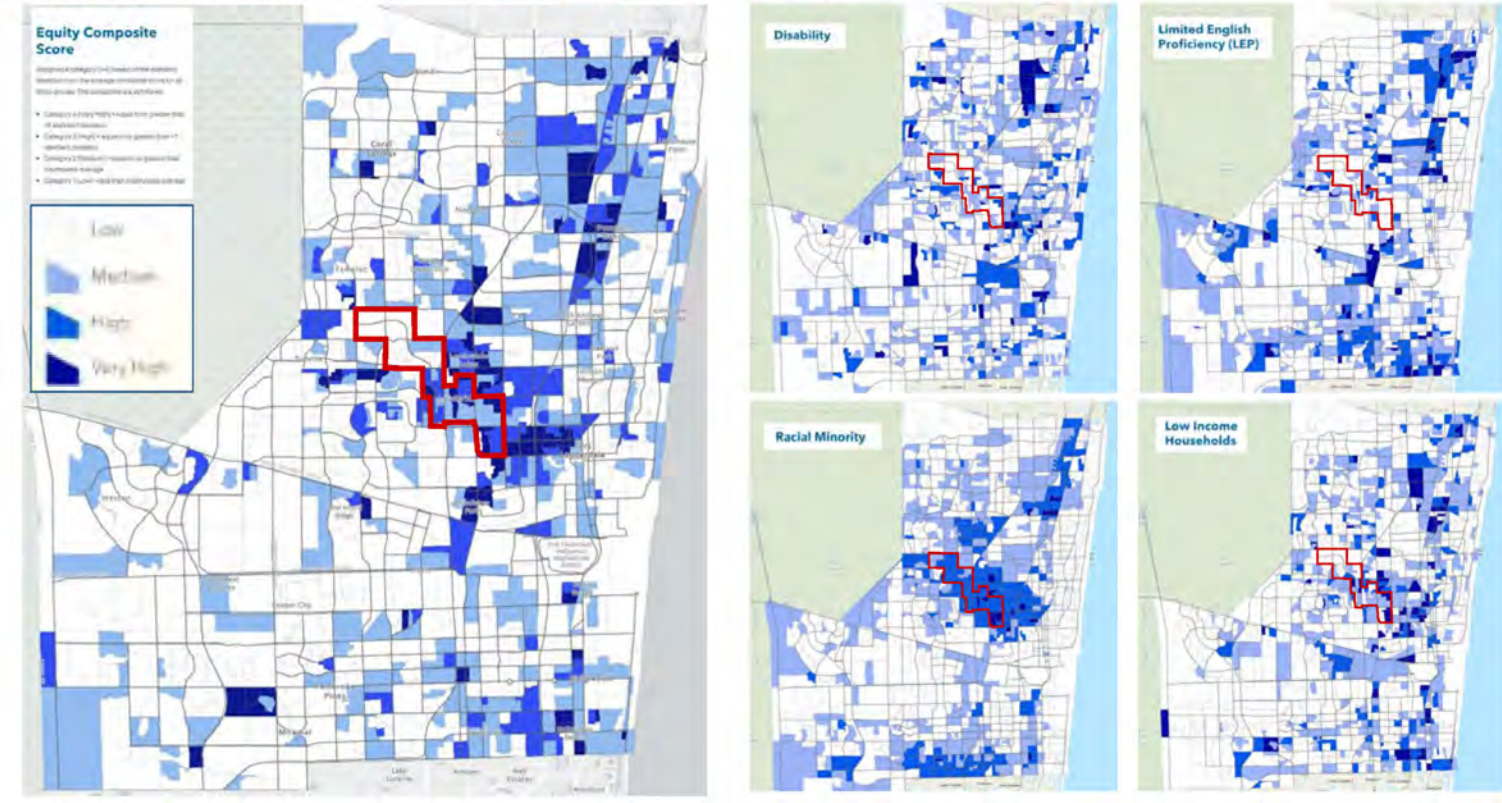


Lauderhill TMP: Community Shuttle Ridership

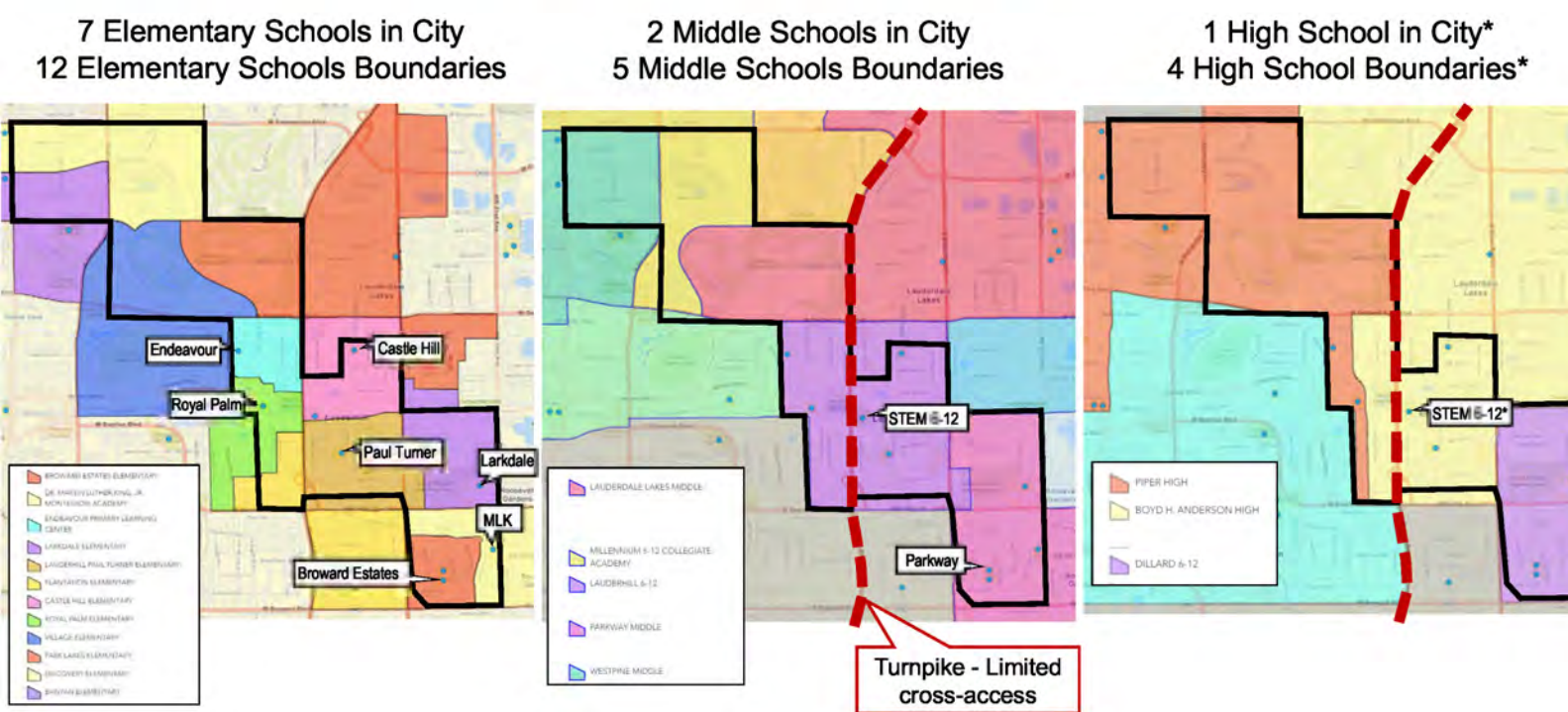


Lauderhill TMP: BMPO Equity Indicators

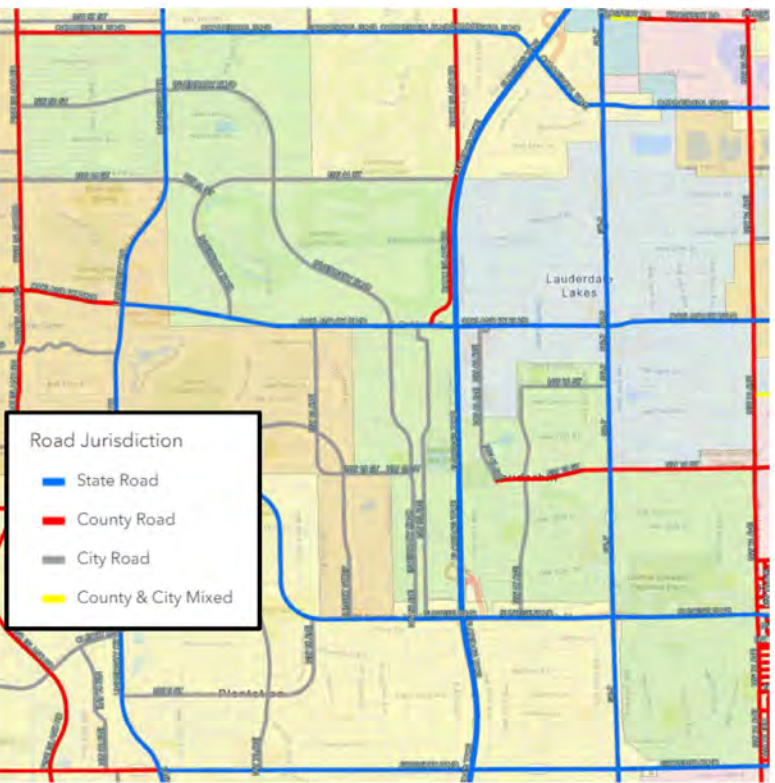
These concentration "scores" are derived from data obtained from the U.S. Census American Community Survey 2022 5-Year Estimates. These scores illustrate the concentration of the selected indicators within a census block group relative to the county as a whole.



Lauderhill TMP: Public Schools & Boundaries



Roadway Jurisdiction



Functional Classification



Lauderhill Transportation Master Plan

Stakeholder Meeting: **FDOT**
Potential Solutions



April 30, 2025

BrowardMPO.org

Agenda

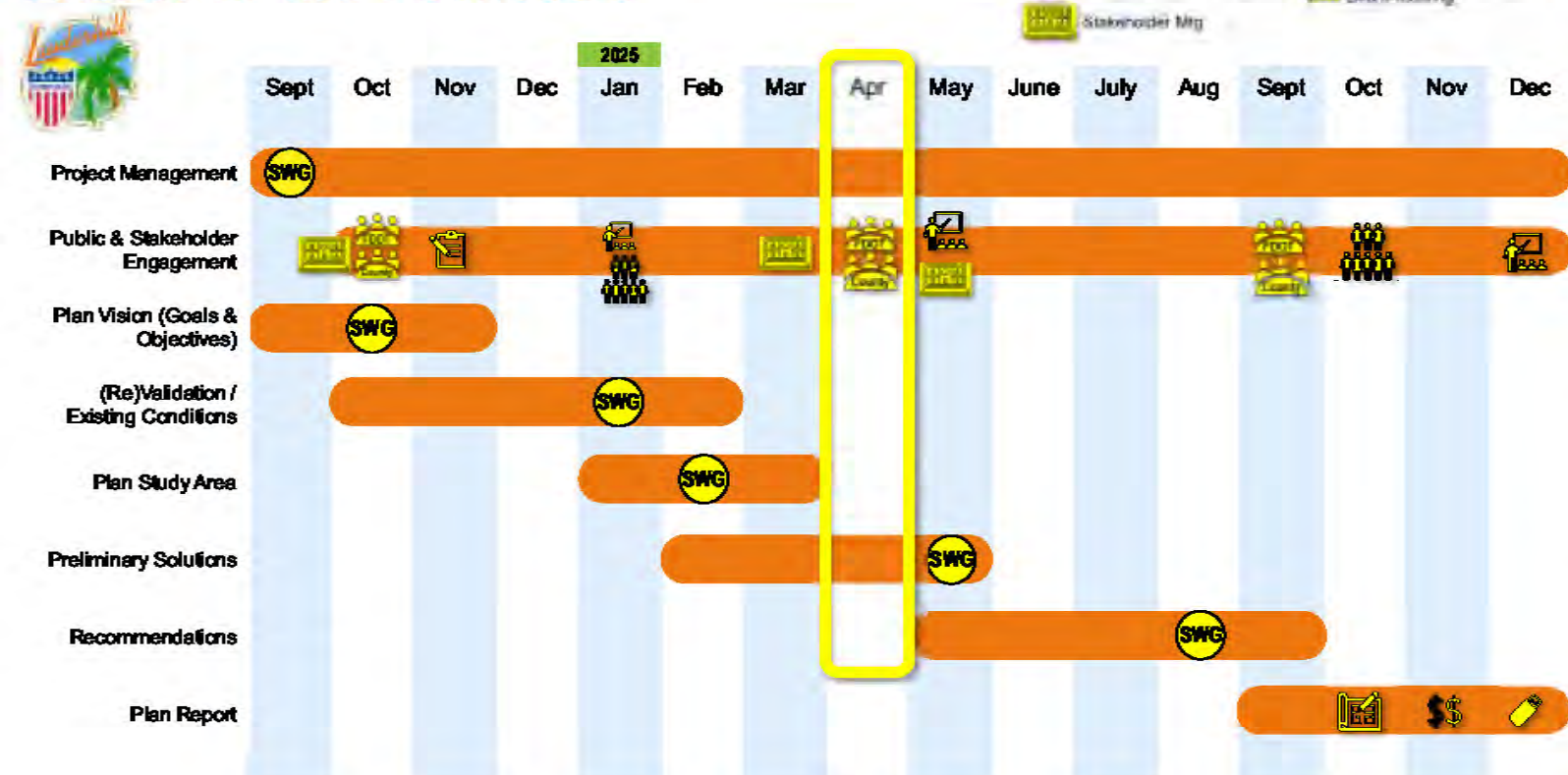
1. Lauderhill TMP: Schedule
 - Since we last met
2. Vision, Goals, and Objectives
3. Highlights from SurveyMonkey
4. Plan Study Area
5. **Discussion: FDOT Roadways - Potential Solutions**
6. Next Steps

Attachments:

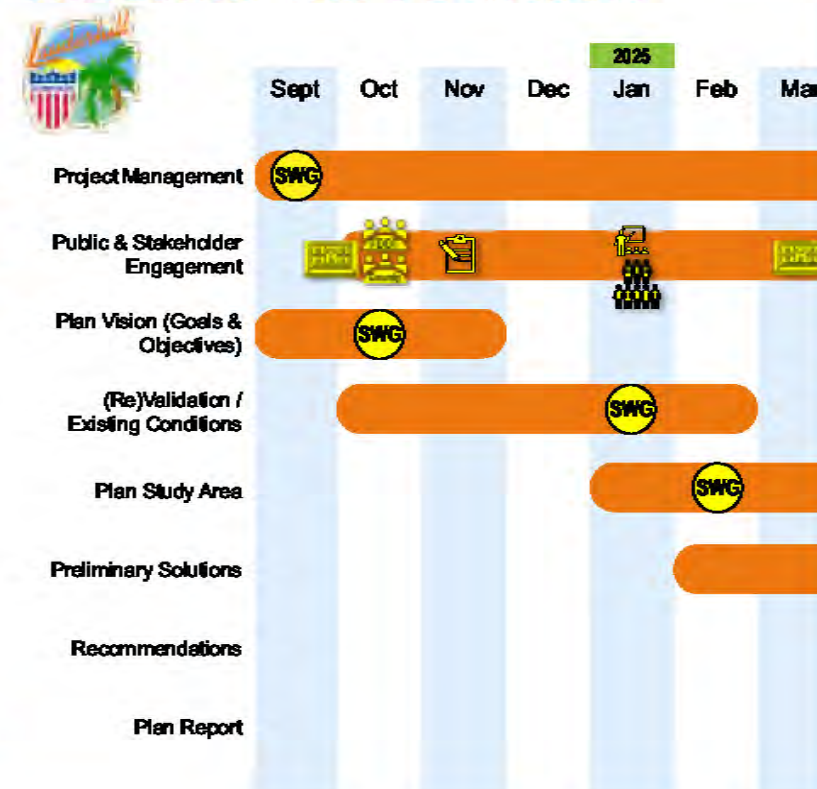
- 1) Plan Study Area selection rationale
- 2) Evaluation Framework
- 3) Plan Study Area Full Information: Existing Conditions, 5-Year Injury Crashes, and Proposed Solutions



Lauderhill TMP: Schedule



Lauderhill TMP: Schedule



Since we last met...

- ✓ Survey Monkey: [SurveyMonkey - Full Results](#)
- ✓ 3 Community Meetings: [Community Meetings Feedback](#)
- ✓ Presentation to Broward Bicycle and Pedestrian Advisory Committee
- ✓ Citywide Existing Conditions
- ✓ Evaluation Framework
- ✓ Selection of Plan Study Area
- ✓ Field Audits of Plan Study Area
- ✓ 5 – Year Injury Crash Assessment for Plan Study Area
- ✓ Identification of Potential Solutions for Plan Study Area

<https://www.browardmpo.org/plans/city-of-lauderhill>

Lauderhill TMP: SurveyMonkey – Highlights

38% Walk to School or Daycare
12% ride a bus or community shuttle

15% Ride a Bus or Community Shuttle to the Grocery Store
11% walk to grocery store

20% Walk Going to Work
15% Ride a bus or Community Shuttle

58% Walk daily for exercise
17% walk daily because they do not own a car

33% Ride a bike at least twice a month

#1 Concerns
36% Speeding or Dangerous Driving
*Overall #1 Concern

28% Crossing Streets
*Overall #4 Concern

Priority Destinations to walk or bike

- #1** Parks or Libraries
- #2** Synagogue or Church
- #3** Publix or Grocery Store
- #4** City Hall



Lauderhill TMP: Plan Vision



Multi generational

- 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

- 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

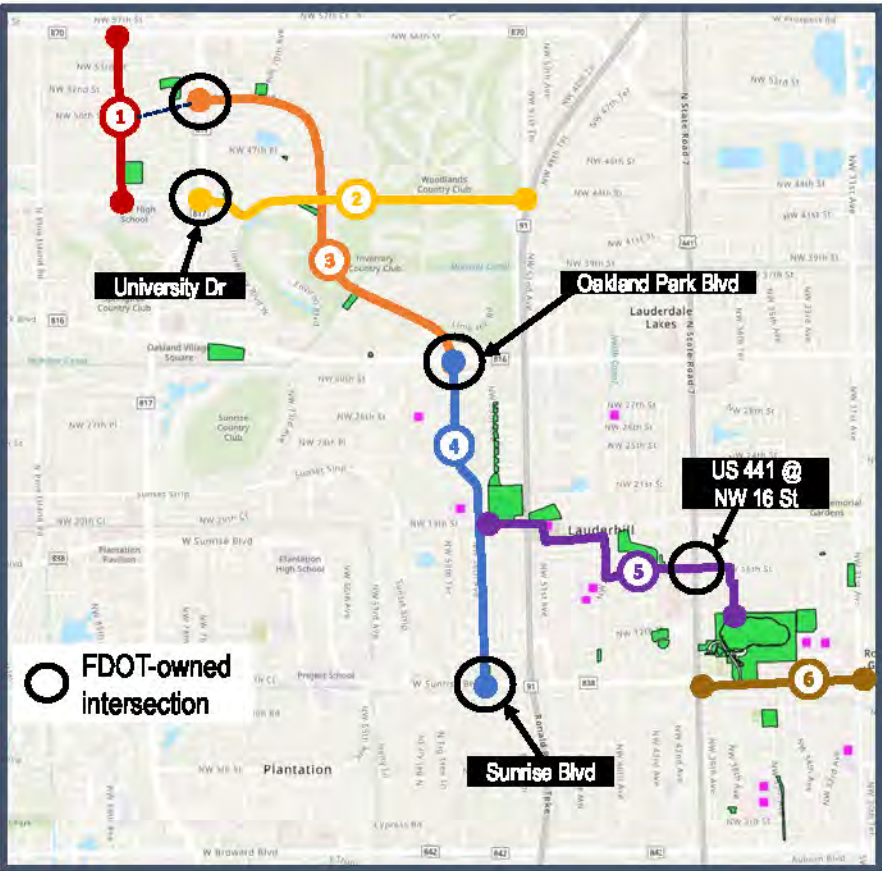
- Develop a transportation system that is aligned with Lauderhill's values
- a) Identify transportation improvements that benefit various neighborhoods
 - b) Advance economic growth by improving access to bus stops, and providing greater comfort and amenities at transit facilities
 - c) Enhance opportunities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

Lauderhill TMP: 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 several BCT Routes 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

Sunrise Blvd

Sunrise Blvd from 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

About the Corridor

Central Broward Park & Stadium



Commercial/Retail or Services Accessible or Near Corridor

Fort Lauderdale Swap Shop

Current opportunities for re-development

Pedestrian Bridge (only accessible from Swap Shop)

Major Roadway – Major Changes

- Sunrise Blvd is a major east-west corridor that predominantly moves cars and serves car-centric uses
- There is access to a single-family neighborhood via W 34th Ave
- The Swap Shop property is anticipated to redevelop in the future development
- The future shared-use path also increases the need for access to the path and surrounding future uses.



Sunrise Blvd

Summary of Key Findings

- Shared-use Path
- Bike Lane
- Signals With Crosswalk
- Bus Stops Within 250' of Traffic Controlled Crossing
- Not within 250' of Traffic Controlled Crossing

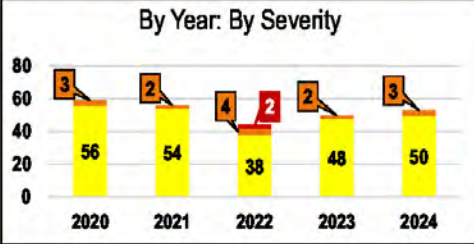


- People riding bikes must navigate high speed traffic using on/off ramps at large conflict zones.
- The pathway for people walking is indirect as the sidewalk is on the outer edges of this large intersection
- Sidewalks narrow further with limited separation from fast-moving travel lanes.
- Pedestrian bridge is not accessible from the sidewalk
- Chevron access point creates turning conflicts near major intersection
- Intersection challenges:
 - Missing tactile warning surfaces
- Other General Issues**
 - Limited bike lanes
 - Limited separation between people walking and fast-moving travel lanes making walking uncomfortable for most
 - Bus amenities are inconsistent and high speed, multi-lane road may create an environment that is uncomfortable for transit riders to wait near
 - While there are few unprotected left turning conflicts, the roadway conditions can make navigating these particularly challenging to some drivers



Sunrise Blvd

Injury Crashes (2020-2024) 263 Crashes (Injury + KSI)



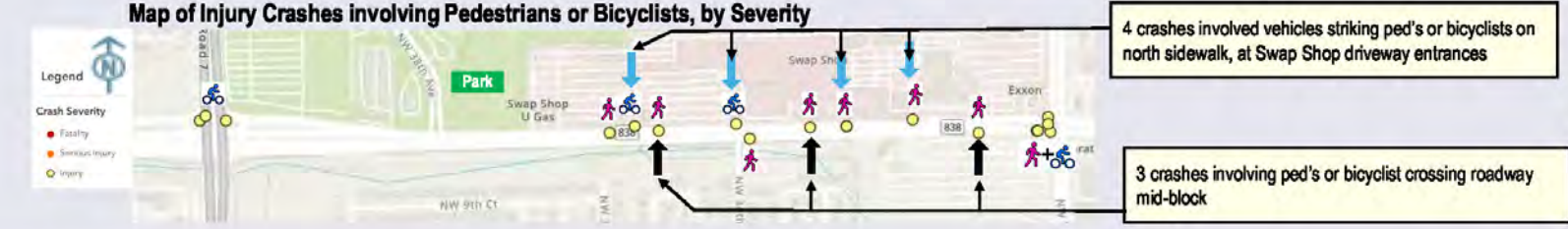
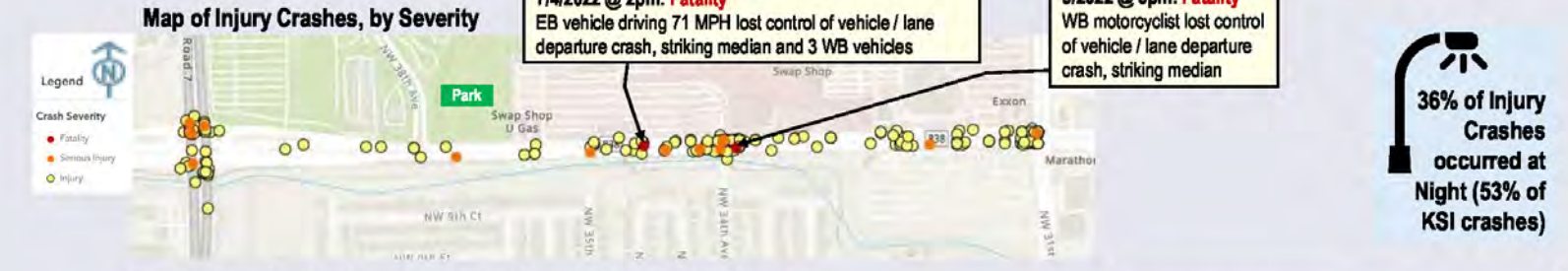
Yearly trends are holding fairly steady. While 2022 had the lowest number of injury crashes, it had the highest number of KSI.

Limited inclusion of injury crashes at intersection at NW 31 Av: NW 31 Av was separately assessed as part of the Broward Safety Action Plan, including the identification of safety and mobility improvements. Therefore, this assessment only includes the injury crashes on the western leg on the intersection.

7/4/2022 @ 2pm: **Fatality**
EB vehicle driving 71 MPH lost control of vehicle / lane departure crash, striking median and 3 WB vehicles

5/2022 @ 6pm: **Fatality**
WB motorcyclist lost control of vehicle / lane departure crash, striking median

36% of Injury Crashes occurred at Night (53% of KSI crashes)

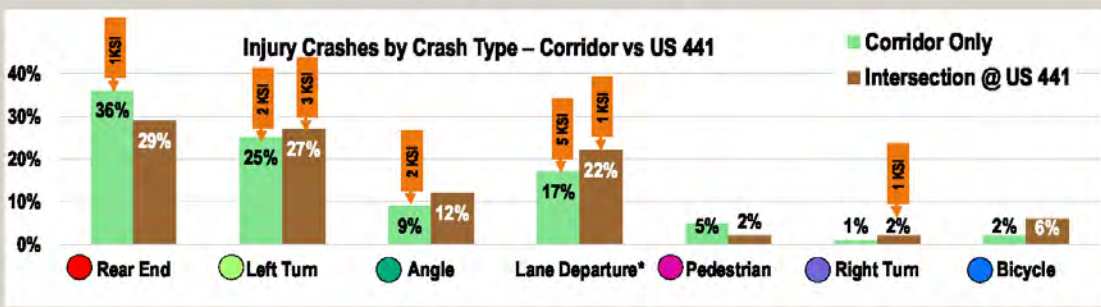


Sunrise Blvd

Injury Crashes (2020-2024) 263 Crashes (Injury + KSI)



Rear end crashes are clustered at the three signalized intersections, but also at the entrances to the Swap Shop.



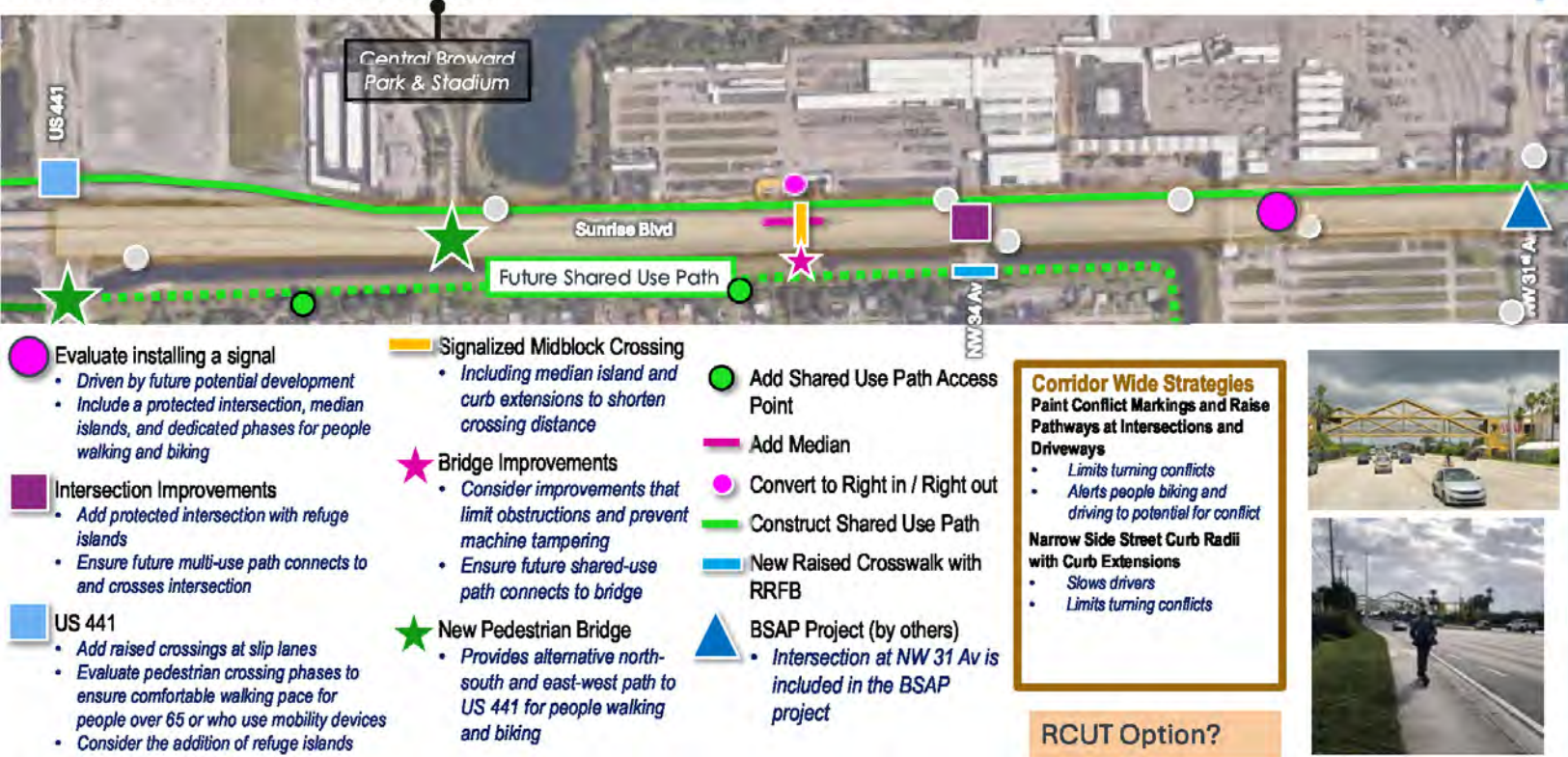
Both on the corridor and at the intersection with US-441, rear end and left turn crashes comprise more than 50% of all injury crashes.

Lane Departure crashes are resulting in the most severe injuries on the corridor.

Lane Departure crashes include several crash types: Sideswipe, Off Road, Head On, Single Vehicle, and Rollover

Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars



FDOT Intersections

Signalized Intersections

- General Recommendations for Boundary Intersections
- 1. Inverrary Blvd @ University Dr
- 2. NW 44 St @ University Dr
- 3. Inverrary Blvd / NW 56 Av @ Oakland Park Blvd
- 4. NW 56 Av @ Sunrise Blvd
- 5. US 441 @ NW 16 St

Boundary Intersections Recommendations



These recommendations apply to intersections where a corridor terminates or lies outside the jurisdiction of Lauderdale. They are general in nature and can be implemented in coordination with other jurisdictional partners to enhance connectivity into and out of Lauderdale, 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

High Visibility Crosswalk with Refuge

Curb Extension

Median Island

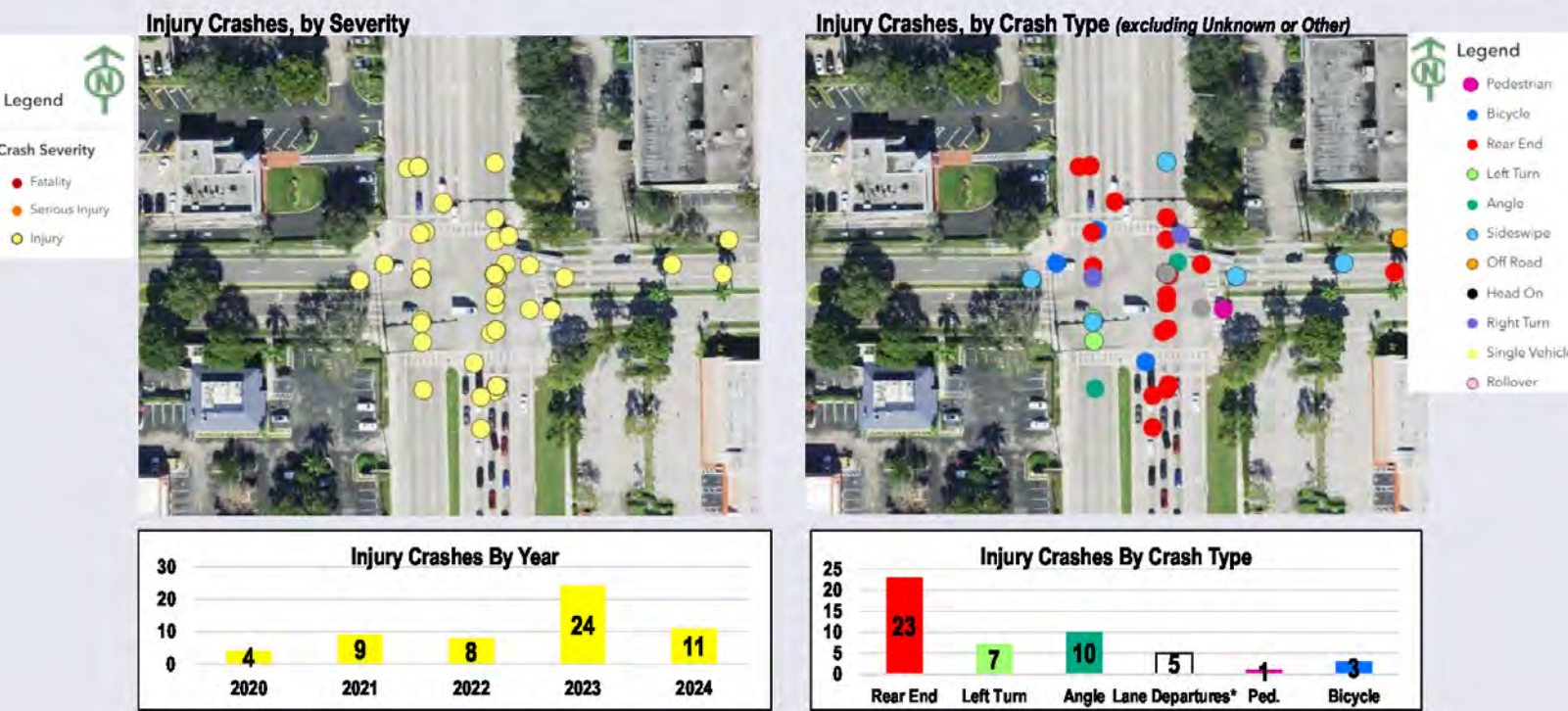
Bike Boxes



Inverrary Blvd @ University Dr

56 Injury Crashes (2020-2024) within 150 ft of intersection

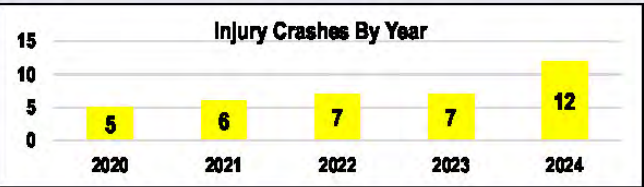
32% of Injury Crashes occurred at Night



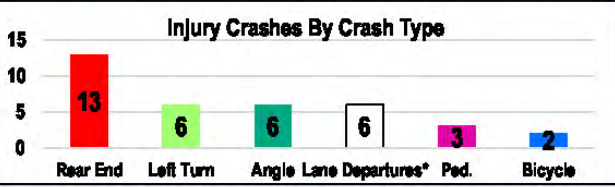
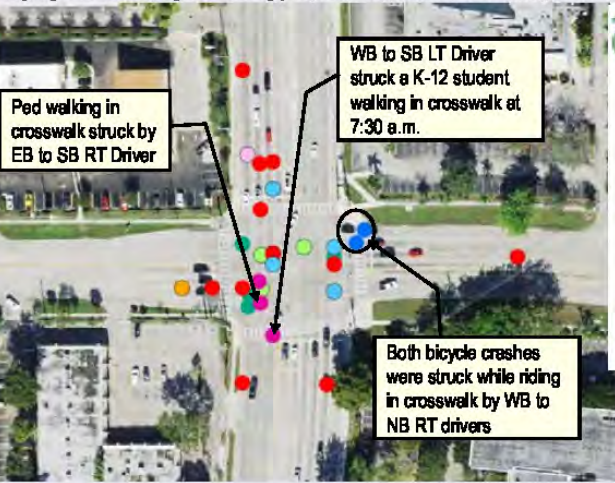
NW 44 St @ University Dr
37 Injury Crashes (2020-2024) within 150 ft of intersection

32% of Injury
Crashes occurred at Night

Injury Crashes, by Severity



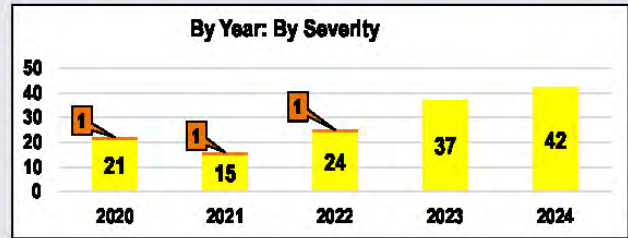
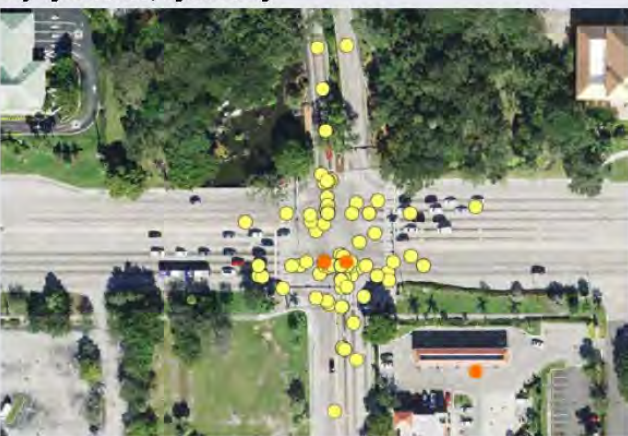
Injury Crashes, by Crash Type (excluding Unknown or Other)



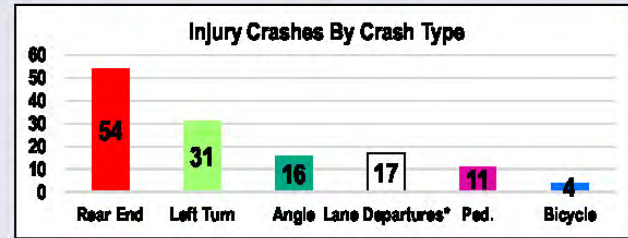
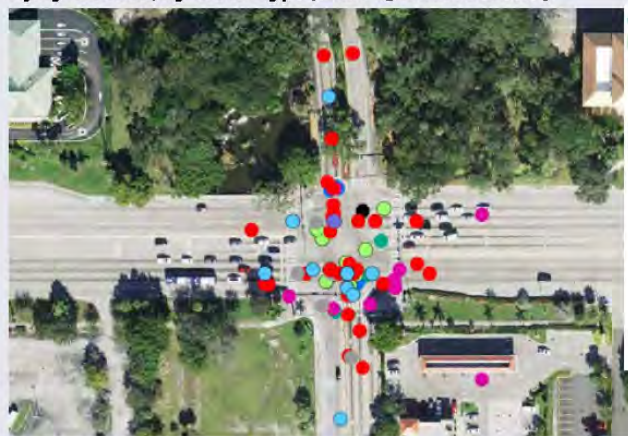
Inverrary Blvd @ Oakland Park Blvd
142 Injury Crashes (2020-2024) within 150 ft of intersection

37% of Injury
Crashes occurred at Night

Injury Crashes, by Severity



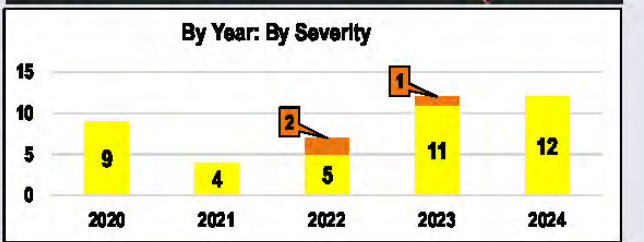
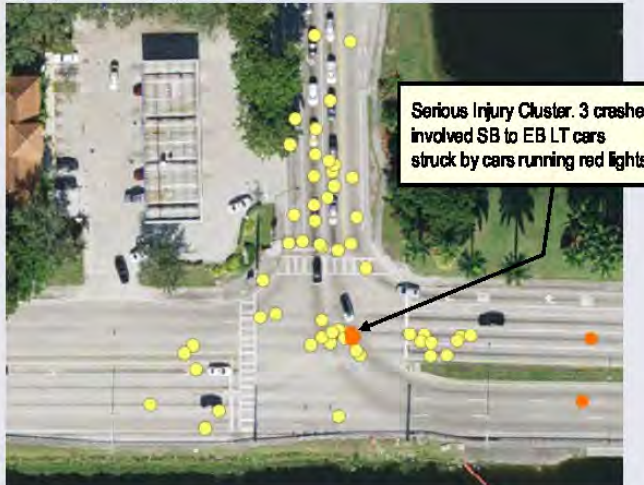
Injury Crashes, by Crash Type (excluding Unknown or Other)



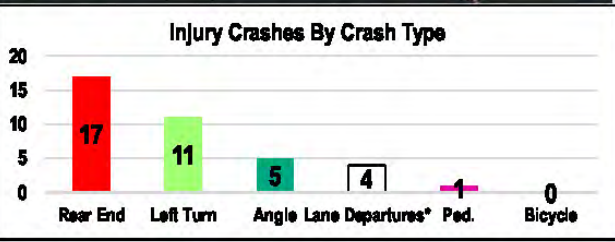
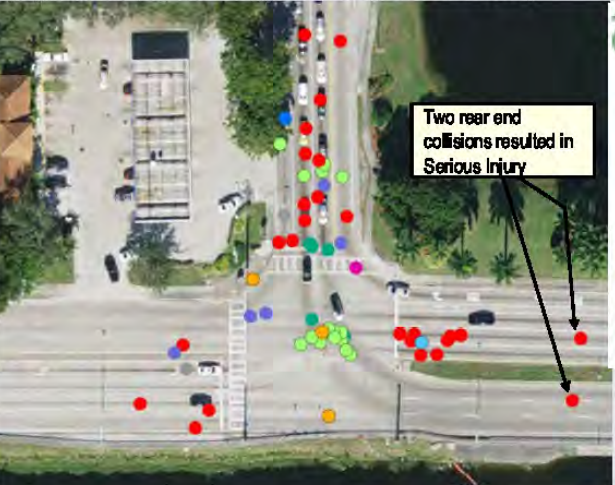
NW 56 Av @ Sunrise Blvd
44 Injury Crashes (2020-2024) within 150 ft of intersection

36% of Injury
Crashes occurred at Night

Injury Crashes, by Severity



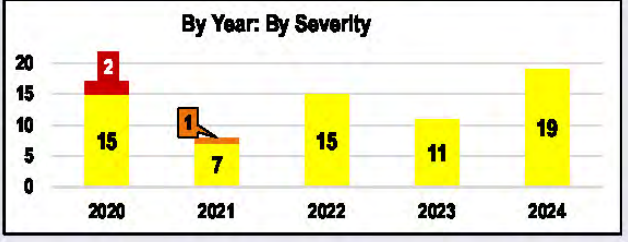
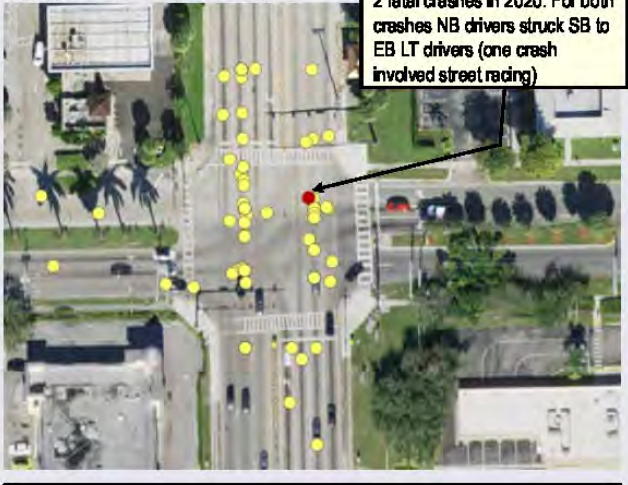
Injury Crashes, by Crash Type (excluding Unknown or Other)



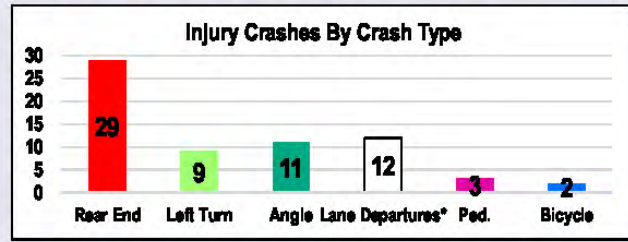
NW 16 St @ US 441
70 Injury Crashes (2020-2024) within 150 ft of intersection

44% of Injury
Crashes occurred at Night

Injury Crashes, by Severity



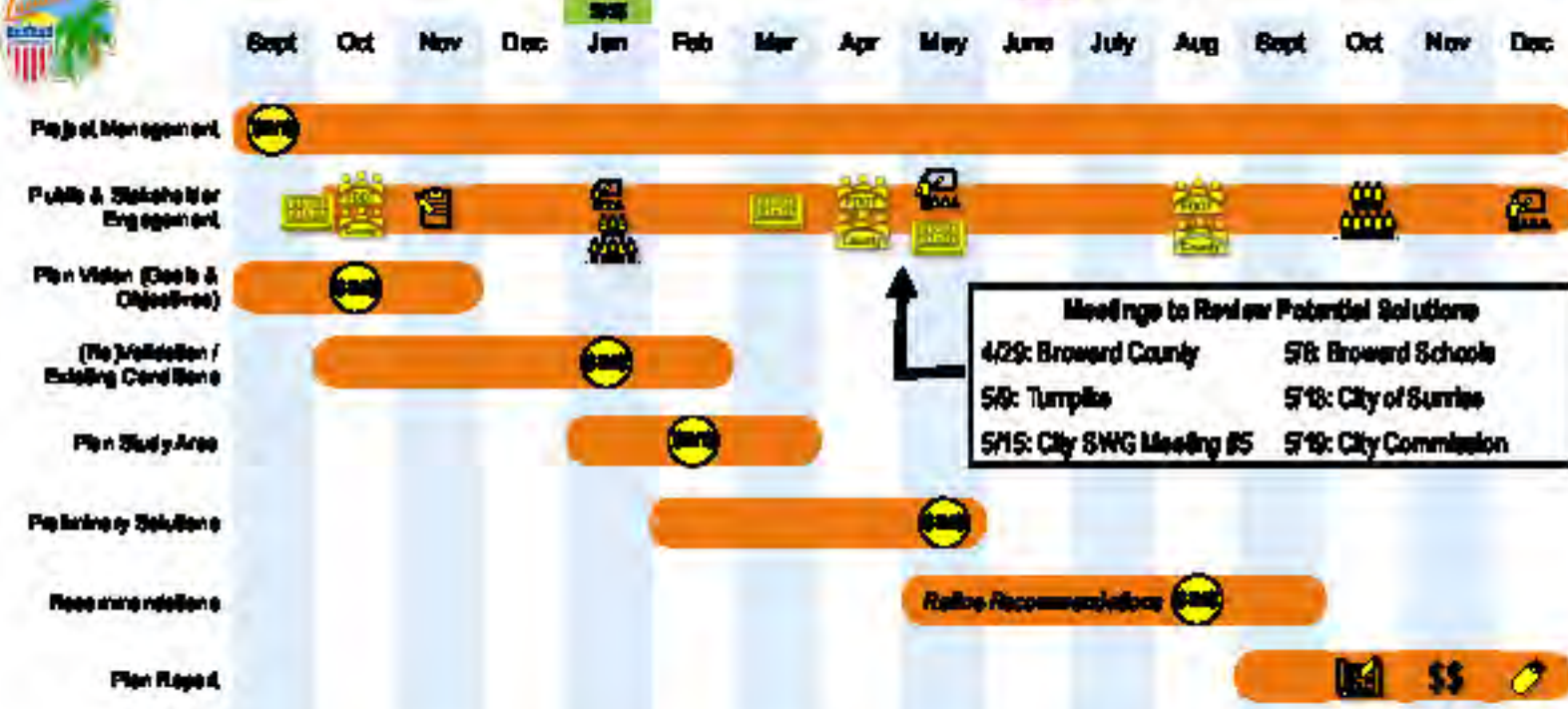
Injury Crashes, by Crash Type (excluding Unknown or Other)



Lauderhill TMP: Schedule – Next Steps



- City Staff Working Group Mtg
- Community Survey or Meeting
- FPO / Broward County WPA
- City Commission or Broward Meeting
- Stakeholder Mtg



Lauderhill Transportation Master Plan

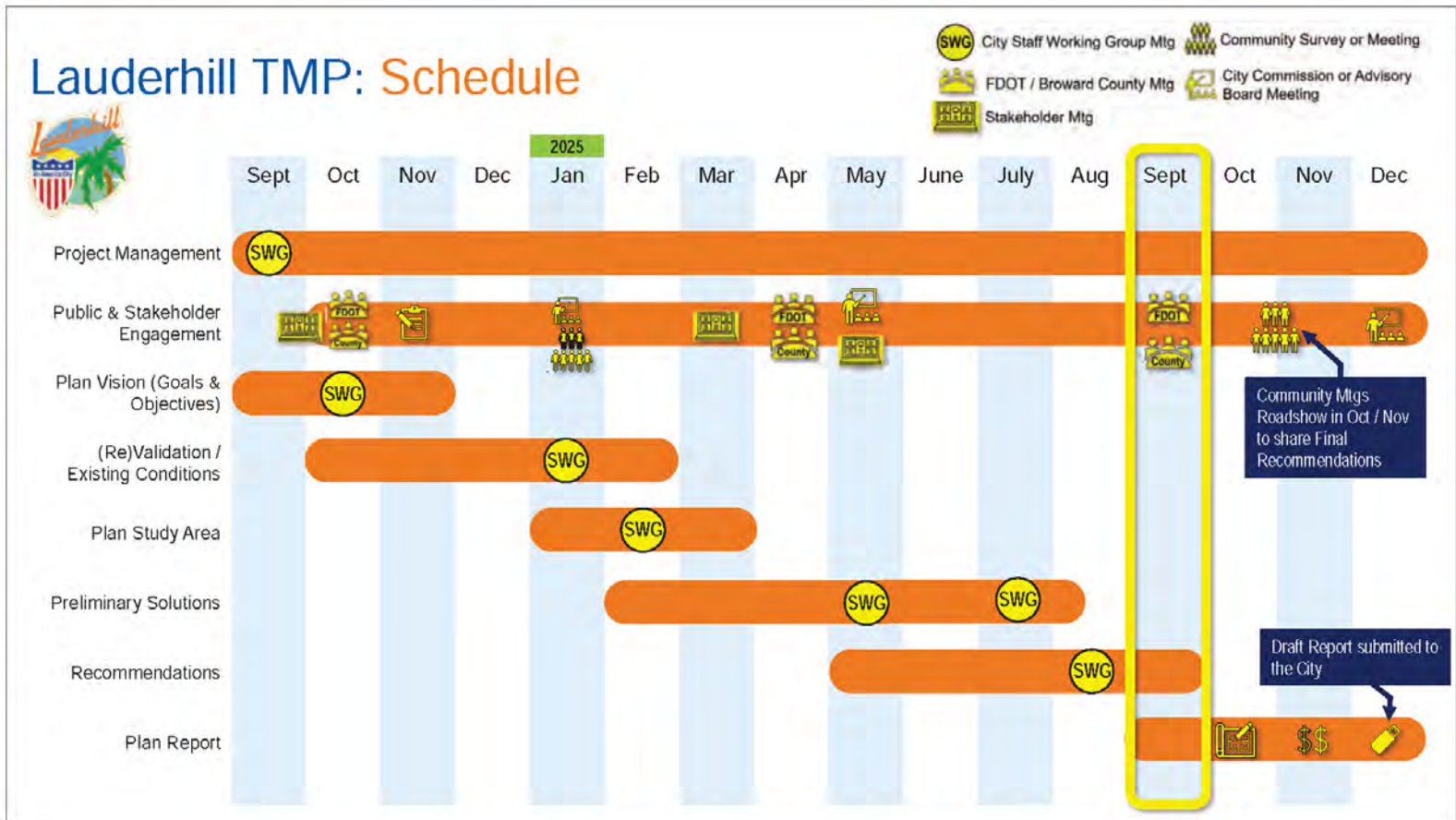
Stakeholder Meeting: **FDOT**
Final Recommendations

September 24, 2025

BrowardMPO.org

Agenda

- Lauderhill TMP: Schedule
- Discussion: Final Recommendations
 - Boundary Intersections Toolkit
 - Recommendations Adjacent to On-System Facilities:
 - Adjacent to University Dr
 - Adjacent to Oakland Park Blvd @ Inverrary Blvd / NW 56 Av
 - Including ROW Acquisition
 - Adjacent to Sunrise Blvd @ NW 56 Av
 - Adjacent to US 441 @ NW 16 St
 - Including FL Turnpike Pedestrian Bridge
 - Recommendations for Sunrise Blvd
- Next Steps



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

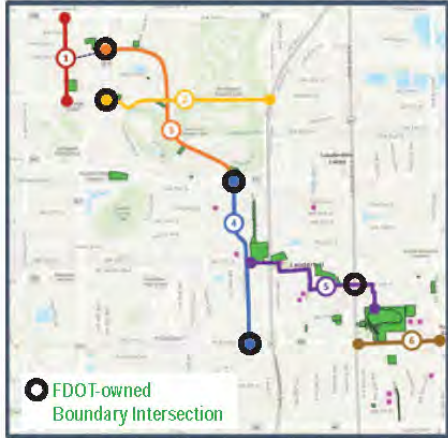
NW 19 St to County Regional Park:

- 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 both near-term and long-term 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 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



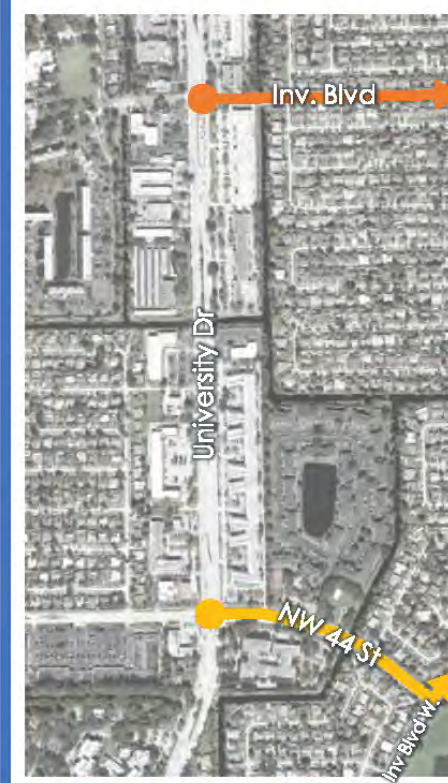
Inverrary Blvd (N of NW 44 St)



- Boundary Intersection Toolkit
- 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



Lauderhill TMP: Recommendations Adjacent to University Dr



Two Plan Study Area Roadways adjacent to University Dr:
Inverrary Blvd and NW 44 St

- Inverrary Blvd:
 - Inverrary Blvd is the north / south spine road through the Inverrary community.
 - The segment north of NW 44 St provides access to single-family residential neighborhoods, a senior living facility, parks, and a commercial center with an Orthodox Synagogue.
 - Improve Pedestrian facilities
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures
- NW 44 St:
 - NW 44 St is the east / west spine road through the Inverrary community.
 - West of Inverrary Blvd West, NW 44 St is a 2-lane facility.
 - The roadway provides access to a mix of single-family and multi-family neighborhoods, as well as two parks, with commercial / office at University Dr and at the intersection with NW 44 St. There is an Orthodox Synagogue located close to NW 44 St.
 - Add or improve bike lanes
 - Develop consistent roadway configuration
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures

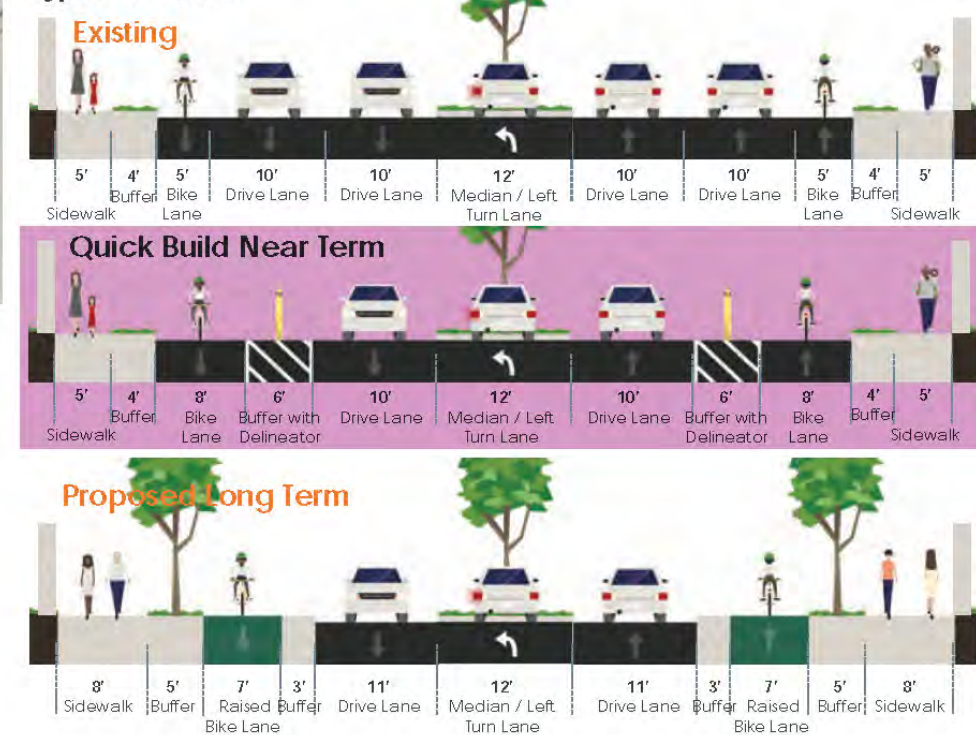
Inverrary Blvd (N of NW 44 St): Lane Repurposing



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

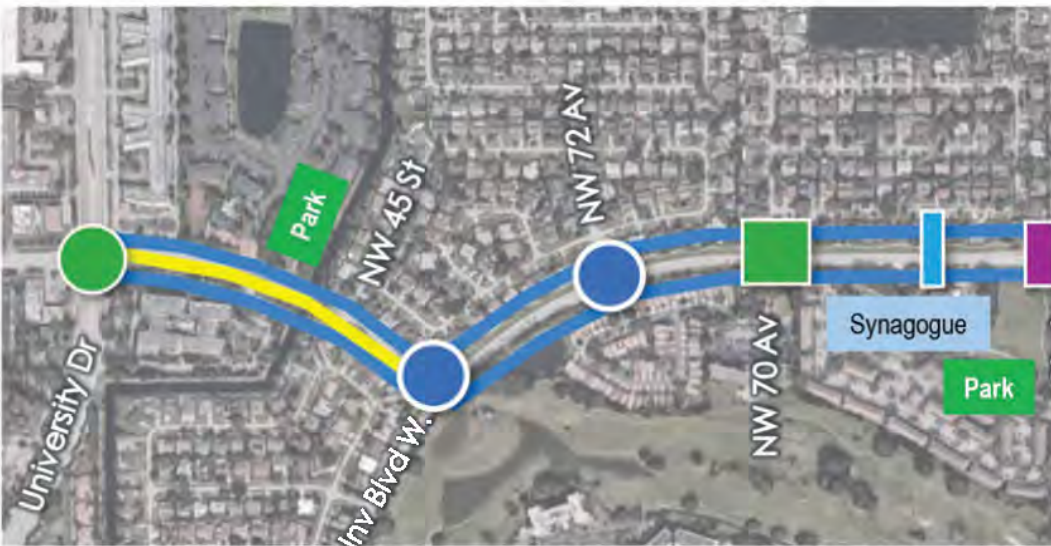
Typical Sections



NW 44 St



- Boundary Intersection Toolkit
- Lane Repurposing
 - University Dr to Inv Blvd West
 - Reduce from four to two-lanes
 - Space needed to accommodate bike lanes
- Protected or Raised Bikeway
- Roundabout
 - Includes raised crosswalks
- Raised Intersection with RRFB
 - Ped. Signal may be considered
- Raised Crosswalk with RRFB
 - Ped. Signal may be considered



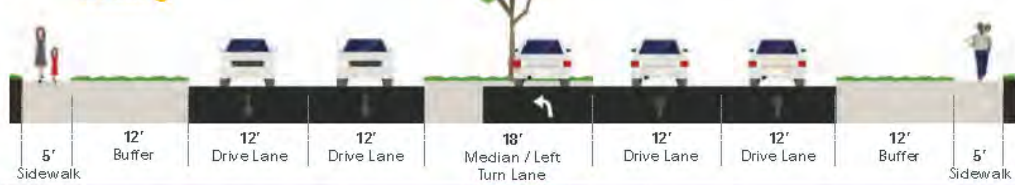
NW 44 St: Lane Repurposing of 4-Lane Segment

University Dr to Inverrary Blvd W



- 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

Typical Sections
Existing



Quick Build Near Term



Proposed
Long Term



Lauderhill TMP: Recommendations Adjacent to Oakland Park Blvd



Two Plan Study Area Roadways adjacent to Oakland Park Blvd:
Inverrary Blvd and NW 56 Av

- Inverrary Blvd:
 - Inverrary Blvd is the north / south spine road through the Inverrary community.
 - The segment south of NW 44 St provides access to multi-family residential neighborhoods, including some restricted to age 55+, parks, non-operational golf course, hotel, and commercial / municipal uses at Oakland Park Blvd.
 - Fill in critical sidewalk and bicycle facility gaps
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures
 - ROW acquisition recommended for segment of roadway adjacent to Oakland Park Blvd, including from FDOT-owned former golf course.
- NW 56 Av:
 - North of NW 19 St, NW 56 Av is a 3-lane facility.
 - The roadway abuts a mix of single-family and multi-family neighborhoods, as well as two elementary schools, with commercial uses at Oakland Park Blvd.
 - Improve pedestrian facilities
 - Develop consistent roadway configuration
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures

Inverrary Blvd (S of NW 44 St)

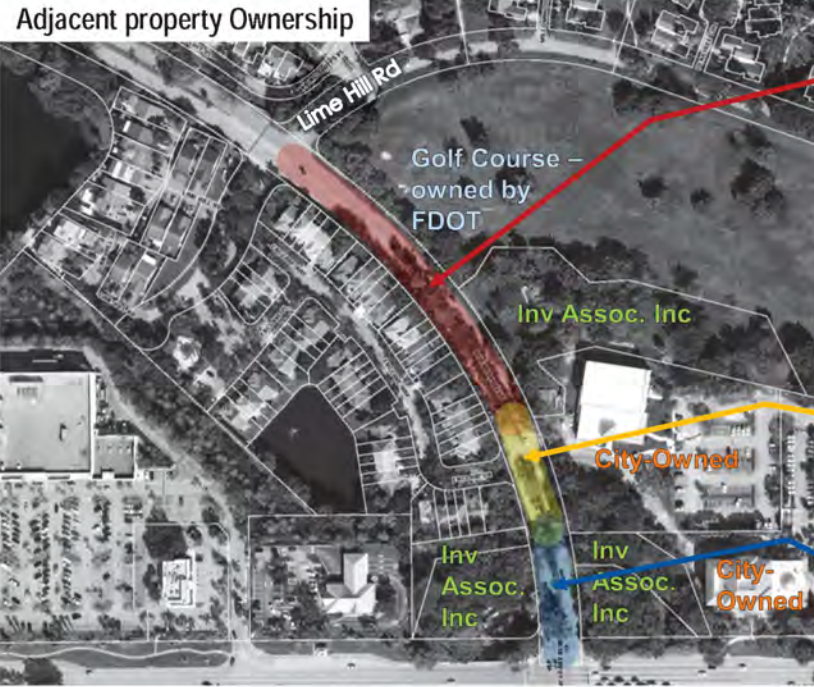


- Boundary Intersection Toolkit
- Shared Use Path
- Raised Intersection with Pedestrian Signal
 - RRFB may be considered
- Intersection Improvements + Realignment of Inv Dr with Spanish Moss Te
 - Realignment requires ROW acquisition
 - Bike Protected Intersection • Median refuge islands • Leading pedestrian intervals
- Raised Crosswalk with RRFB
 - Ped. Signal may be considered
- ✖ Eliminate Bus Stop
- Center Lane Median
 - Maintaining existing 12 ft medians throughout Inverrary Blvd.



Lime Hill Rd to Oakland Park Blvd / Constrained ROW

Adjacent property Ownership



Lime Hill Rd to City Hall Driveway

- 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

Lime Hill Rd to Oakland Park Blvd / Constrained ROW

View of West ROW – Water Feature, including decorative concrete barrier



View of East ROW – Water Feature bridge connection to sidewalk



Area abutting Inv Assoc Inc / water features

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

Lime Hill Rd to Oakland Park Blvd / Constrained ROW

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

Recommendations

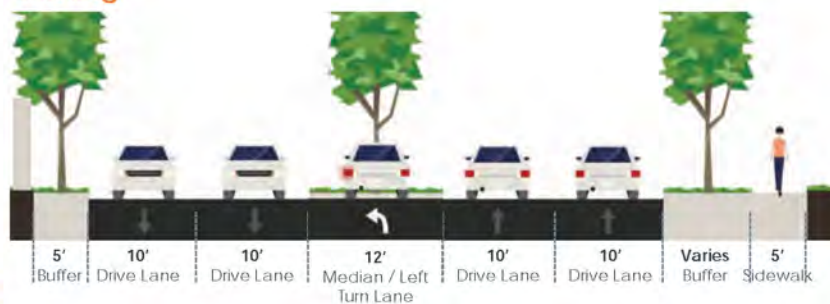
Long term condition – With Right of Way Acquisition

- 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*

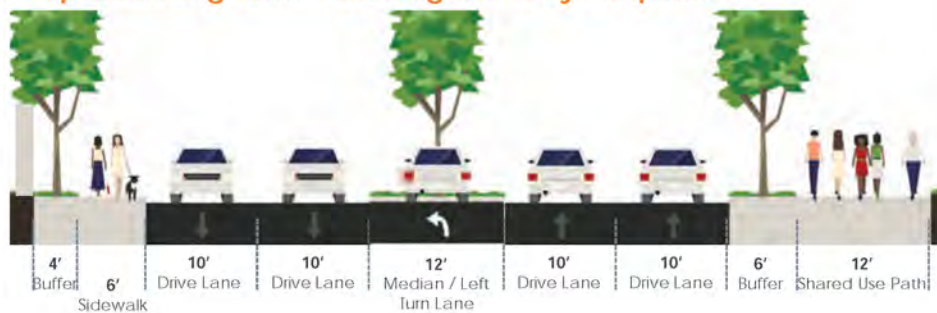
***If right of way acquisition is not pursued, there would be no space for a sidewalk on the west side of the road and the shared use path on the east side of the road would end at Lime Hill Rd.**

Typical Section South of Lime Hill Rd

Existing



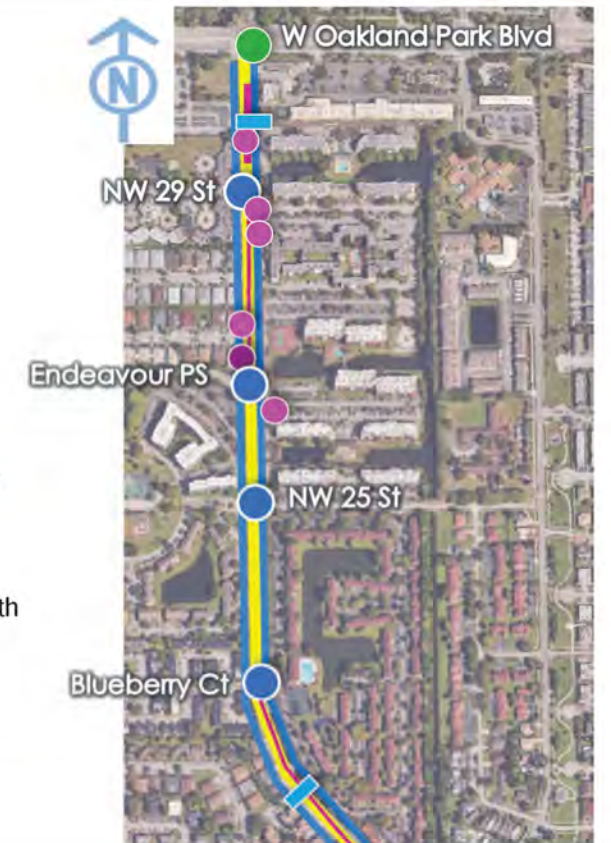
Proposed Long Term – With Right of Way Acquisition*



NW 56 Av



- **Boundary Intersection Toolkit**
- **Convert to Right in / Right out**
- **Roundabout**
 - **North of NW 19 St:** May be feasible with existing lane configuration, with tapering to single lane prior to roundabout
- **Raised Crosswalk with RRFB**
 - Co-located with center lane median, to provide pedestrian refuge
- **Center Lane Median (Raised)**
- **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
- **Protected or Raised Bike Path**
 - **North of NW 19 St:** requires lane repurposing
- **Move Bus stop**
 - Utilize RT lane for Endeavor PS as BCT Bus pull out



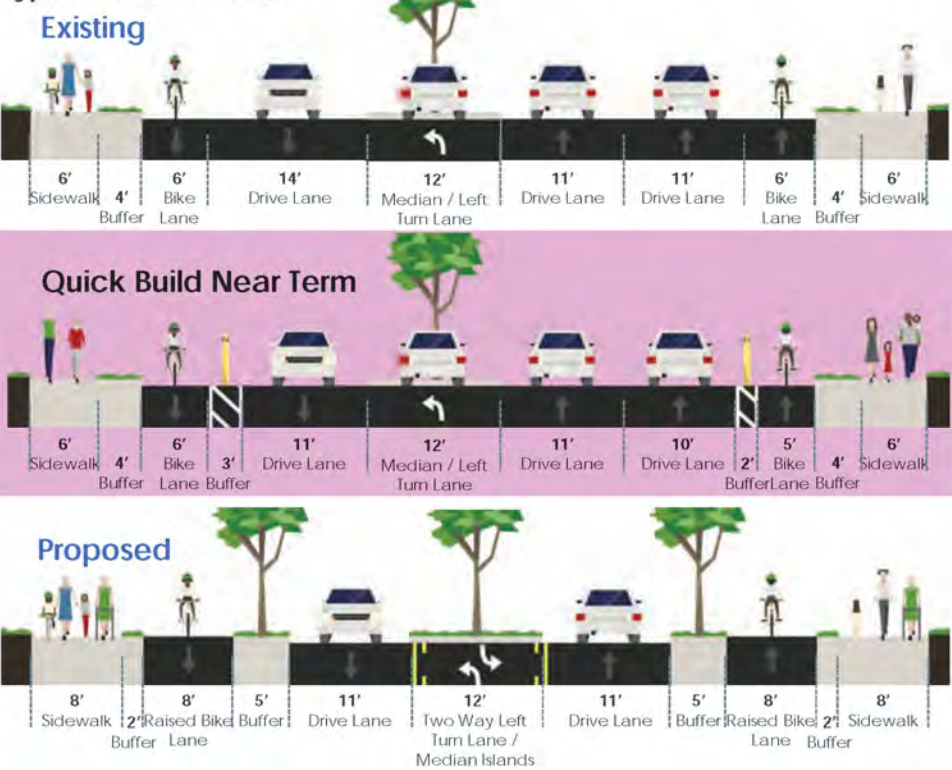
NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St

Recommendations

- Roadway rebuilt utilizing space from outside NB lane and narrowing SB lane
- Widened sidewalks (8 ft)
- Bike Lane raised to same elevation at sidewalk; New landscaping buffers from travel lane
- Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be hard scaped)
- Existing median removed; New landscaped median built
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Typical Cross Sections



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



Lauderhill TMP: Recommendations Adjacent to Sunrise Blvd



One Plan Study Area Roadways adjacent to Sunrise Blvd:

- NW 56 Av:
 - South of NW 19 St, NW 56 Av is a 2-lane facility.
 - The roadway abuts a mix of single-family and multi-family neighborhoods, as well as two elementary schools, with a gas station, public storage facility, and park at Sunrise Blvd.
 - Traffic Calming + Speed management features
 - Proven Safety Countermeasures

NW 56 Av



- 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
- Raised Intersection
 - Can include RRFBs
- Supplemental Raised Intersection
 - Raised Crosswalk may be substituted
- Intersection Improvements
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals

Lauderhill TMP: Recommendations Adjacent to US 441



One Plan Study Area Roadways adjacent to US 441:

- NW 19 St to Central Broward Park Route:
 - West of US-441, NW 16 St transitions from commercial uses, to multi-family (restricted to age 55+), to a single-family neighborhood with three public schools.
 - The route eventually leads to the pedestrian bridge over the Florida Turnpike.
 - East of US-441, NW 16 St abuts a mix of commercial / light industrial uses. A new access road to the Central Broward Park is planned.
 - Traffic Calming + Speed management features
 - Replace Pedestrian Bridge

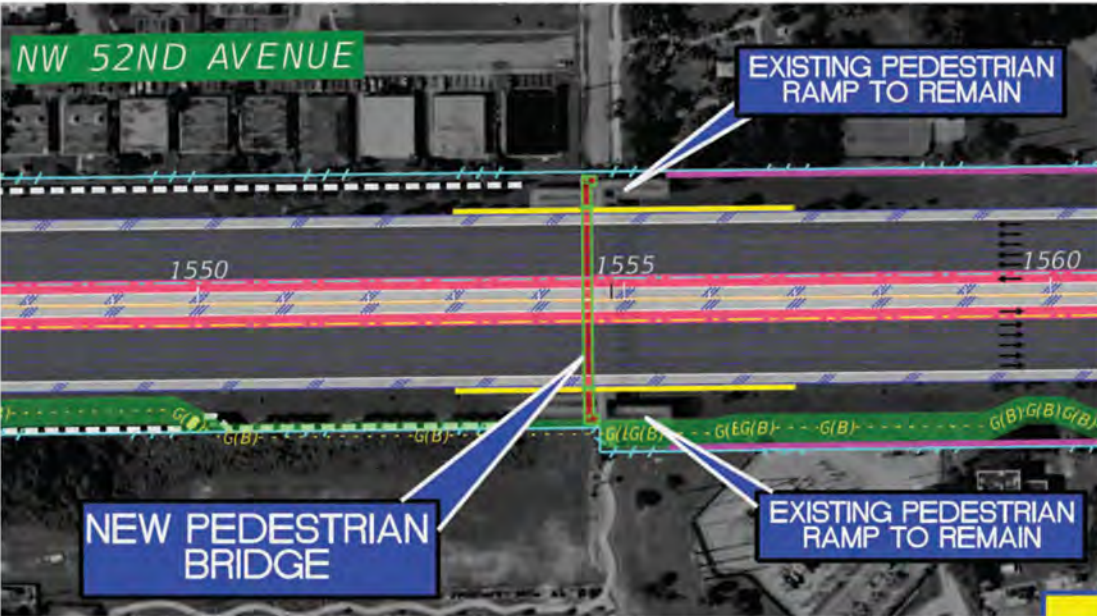
NW 19 St to Central Broward Park



- Boundary Intersection Toolkit
- Convert to Right in / Right out
- Roundabout
 - Replace 4-way stop intersections
 - Locate at neighborhood entry
- Protected or Raised Bike Path
- Sharrows
- Raised Intersection
 - Can include RRFBs
- Speed Hump
- Raised Crosswalk with RRFB
 - East of US441 - Co-locate with center lane median, to provide ped refuge
- ✗ Close Driveway Access

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]

FDOT Southwest Florida
June 17 - 18
Legacy Trail Bridge at Bee Ridge NOW PARTIALLY OPEN!
Starting today, the new pedestrian & 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 staircases are still under construction and not yet accessible.
This remains an active construction zone, so stay alert for workers and vehicles in the area.
Stay updated here: <https://www.swflroads.com/project/440448-1>
#LegacyTrail #Sarasota #BikeFlorida #PedestrianBridge #TrailUpdate



<https://www.swflroads.com/project-440448-1>
files/170/FDOT%20MPO%20Update%20November%202022.pdf

Lauderhill TMP: Recommendations for Sunrise Blvd



Sunrise Blvd, from US 441 to NW 31 Av:

- Recommendations do NOT include US 441 or NW 31 Av
 - Concepts developed for both roadways as part of the Broward Safety Action Plan.
- Existing Swap Shop Ped Bridge is privately owned and has structural violations
 - City Staff advised permits may have been recently submitted. However usage requires Swap Shop to keep gates to parking lot open
- City anticipates redevelopment of Swap Shop property.
 - City owns property at NE corner of US 441 and Sunrise Blvd. Property is likely to be redeveloped.
- NW 34 Av provides access to SF neighborhood south of Sunrise Blvd (Broward Estates)
 - NW 34 Av is the only signalized access to the Swap Shop. Other two access locations are unsignalized.
- Signalized Restricted Crossing U-turn (RCUT) identified as potential solution but requires alteration of access to / from NW 34 Av
 - This is not supported by City Staff.
- FM 429576-3-52-01 (New shared-use path along the Sunrise Canal (C-12) from SR-7/US-441 to NW 31 Avenue) – Construction anticipated to start in 2025.
- Improve access from Broward Estates to Broward Regional Park
- Improve access from new Shared Use Path to Sunrise Blvd
- Proven Safety Countermeasures

Since we last met....

1 dead after motorcycle collides with vehicle in Lauderhill: Police



Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars



US 441 (northern leg only)

- 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

- Narrow curb to reinforce Right-Out Only

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

- To Programmed Shared Use Path - Provide access from neighborhood

Intersection Improvements

- Median refuge islands
- Leading Pedestrian Intervals
- Accommodate recommended shared use path

New Raised Crosswalk with RRFB

- For future Shared Use Path

Evaluate installing a signal

- Either full signalization or signalized pedestrian crossing

BSAP Project (by others)

- Intersections at NW 31 Av & US 441 are included in the BSAP project

Corridor Wide Recommendations

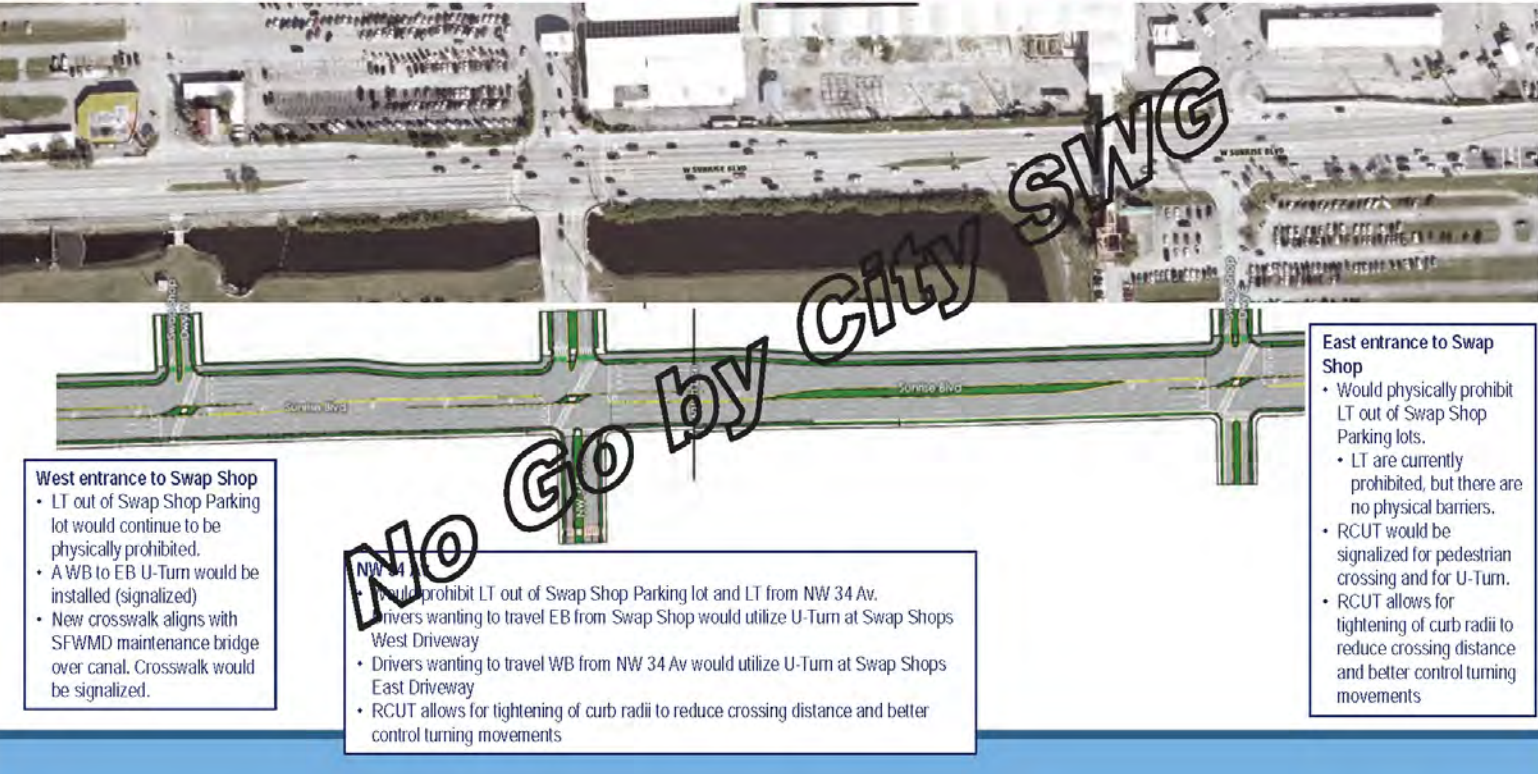
- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways

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"



Lauderhill TMP: Schedule

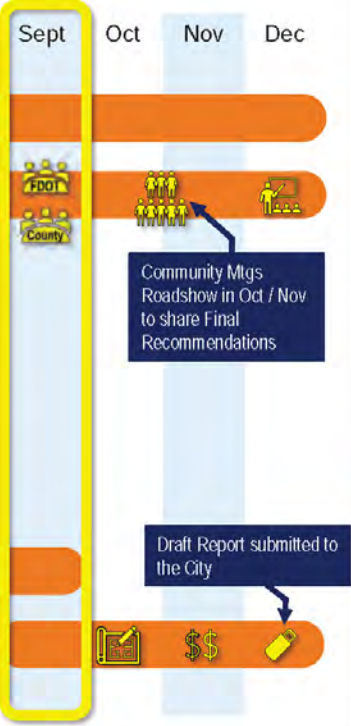


- Project Management
- Public & Stakeholder Engagement
- Plan Vision (Goals & Objectives)
- (Re)Validation / Existing Conditions
- Plan Study Area
- Preliminary Solutions
- Recommendations
- Plan Report

Next Steps:

1. Final Meetings with Stakeholders (FDOT / Broward County) – Document feedback.
2. Submit Final Recommendations to Broward Schools
3. Host three Community Meetings
4. Develop Scopes of Work and Cost Estimates
5. Draft Report submitted to City in December 2025

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



This is the meeting with FDOT staff regarding BMPO's technical assistance to Lauderhill.

Meeting Topics:

- Sincerely, Karen Friedman

Join the meeting now <https://teams.microsoft.com/l/meetup-join/19%3ameeting_YTE4YmVkZGMtMDRkOS00NzAxLWI0ZDEtNDRlMzBhNGFmMmU3%40thread.v2/0?context=%7B%22Tid%22%3A%2260a012b-6a13-4696-a375-3d0688924352%22%2C%22Oid%22%3A%2217da579-4319-4730-a7f8-e5c0a1077ed1%22%7D%3E>

Passcode: TqVsYi

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=17da5a79-4319-4730-a7f8-e5c0a1077ed1&tenantId=60a6012b-6a13-4696-a375-3d0688924532&threadId=19_meeting_YTE4YmVkZGMtMDRkOS00NzAxLWl0ZDEtNDRlMzBhNGFmMmU3@thread.v2&messageId=0&language=en-US>

From: [Karen Friedman](#)
To: [Andrew Riddle](#); [Chris Romano](#); [Daniel Keester-O'Mills](#); [Brad Salisbury](#); [Walia Kent](#); [david.moore3@dot.state.fl.us](#); [Kayla Orazi](#)
Cc: [Jessica Josselyn](#); [Marissa Tucker-Borquez](#); [Fazal Oureshi](#); [Kareiva Ronald](#); [Peters, Victoria](#); [Victoria Williams](#); [James Brown Jr](#); [Relitz, Justin](#); [Turner, Latesa](#)
Subject: Broward MPO / Lauderhill TMP: Potential Solutions (FDOT)
Start: Wednesday, April 30, 2025 9:00:00 AM
End: Wednesday, April 30, 2025 10:30:00 AM
Location: Executive Conference Room
Attachments: [Plan Study Area Map.pdf](#)

A copy of the meeting presentation and potential solutions will be emailed in advance of the meeting.

Meeting Purpose:

- * Meeting with FDOT Staff to review the potential solutions for the Lauderhill TMP Plan Study Area Roadways
- * A map of the Plan Study Area roadways is in the attached PDF.
- * The Plan Study Area includes one state-owned roadway (Sunrise Blvd) plus all the other roadways intersect with FDOT-owned intersections.
- * Further, the Plan Study Area includes the pedestrian bridge at NW 19 St that extends over the FL Turnpike.

This is an In-Person meeting at Broward MPO's office – Executive Conference Room.

For the latest information on the Lauderhill TMP, please visit: <https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner

Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
NEW Direct Line (954) 449-6205
Florida Relay Service 711
FriedmanK@BrowardMPO.org <<mailto:bourgeoissh@browardmpo.org>>

For more information on activities and projects of the Broward MPO, please visit: [BrowardMPO.org](http://www.browardmpo.org/) <<http://www.browardmpo.org/>> and while you're there, follow us on Social Media.

To subscribe to our e-Blasts, click here <<mailto:info@browardMPO.org?subject=Please%20add%20me%20to%20the%20e-Blast%20list>>.

Meeting for the Broward MPO for the City of Lauderhill Transportation Master Plan, to review the Final Recommendations.

1. Concept and Scope-Of-Work for Sunrise Blvd from US 441 to NW 31 Av
2. General Recommendations for the following state-owned intersections:

- * University Dr at Inverrary Blvd / NW 50 St
- * University Dr at NW 44 St
- * Oakland Park Blvd at Inverrary Blvd / NW 56 Av
- * Sunrise Blvd at NW 56 Av
- * US 441 at NW 16 St

* For more information on this project, including prior presentations to FDOT - please visit the project website: <https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,
Karen Friedman, AICP
Senior Transportation Planner

Microsoft Teams Need help? <<https://aka.ms/JoinTeamsMeeting?omkt=en-US>>

Join the meeting now <https://teams.microsoft.com/l/meetup-join/19%3ameeting_N2FmYTRmMmltOWJhMi00MDJhLWFjODRlMWFnNWZmYTE3MDE4%40thread.v2/0?context=%7B%22id%22%3A%2260a012b-6a13-4696-a375-3d0688924532%22%2C%220id%22%3A%2217da5a79-4319-4730-a7f8-e5c0a1077ed1%22%7D>

Meeting ID: 292 861 228 697 9

Passcode: HB93Qv96

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=17da5a79-4319-4730-a7f8-e5c0a1077ed1&tenantId=60a6012b-6a13-4696-a375-3d0688924532&threadId=19_meeting_N2FmYTRmMmltOWJhMi00MDJhLWFiODItMWFjNWZmYTE3MDE4@thread.v2&messageId=0&language=en-US>



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

MEMORANDUM

DATE: May 16, 2025

TO: Karen Friedman, AICP

FROM: Kent Walia, Planning Supervisor

COPY: Victoria Peters, Transportation Planning Manager

SUBJECT: Lauderhill Transportation Management Plan (TMP)

The following are comments for your review and consideration for the Lauderhill Transportation Management Plan (TMP). Feel free to contact me if you have any questions. Thank you for the opportunity to review this document.

Planning Comments:

Lane Repurposing

1. City has proposed lane repurposing on NW 44th St (between University Dr and Inverrary Blvd, 4L-2L), Inverrary Blvd (between University Dr and Oakland Park Blvd, 4L to 2L), and NW 56th Av (between NW 19th St and Oakland Park Blvd, 3L to 2L). All of these lane repurposing proposals, though on local roads, touch the state roads on either of their terminus, particularly at the intersections of University Dr and NW 44th St, Inverrary Blvd and University Dr, Inverrary Blvd and Oakland Park Blvd, NW 56th Av and Oakland Park Blvd. Has the City performed any lane repurposing traffic study to assess its traffic impacts and traffic diversion on adjacent roads/intersections in the vicinity? Please coordinate with Broward County and FDOT to assess the impacts of these lane repurposing proposals.
2. Broward County Transit (BCT) is currently pursuing Oakland Park Blvd BRT for the entire corridor that includes lane repurposing on some segments of Oakland Park Blvd. How would the City's proposed lane repurposing on Inverrary Blvd and NW 56th Ave impact Oakland Park Blvd?
3. University Dr at NW 44th St intersection was found to be one of the top congested hot spots in Broward County in our *2020 D4 Congestion Assessment Study*. How would lane repurposing on NW 44th St impact this intersection?
4. Contact Robert Lopes regarding FM 429576.3 to see if the Bike/Lane sidewalk project on Sunrise is in this area. robert.lopes@dot.state.fl.us
- 5.

OMD Comments:

1. Boundary Intersection Recommendations: If refuge islands are not feasible, consider hardened

centerlines.

2. NW 44th St @ University Drive (southwest corner): Consider if EB curb ramp should be relocated closer to the intersection to allow improved visibility of right turning vehicles.
3. Inverrary Blvd @ Oakland Park Blvd: Consider guide skip striping for vehicles turning left from Inverrary Blvd to Oakland Park Blvd.
4. NW 44th St Lane Repurposing Concept: Consider using 'tubular delineator' or similar instead of 'bollard'.

Traffic Ops Comments:

1. No need to transition when the speed differential is within 10mph.

Safety Comments:

Design Comments:

1. Sunrise –
 - a. Recommend waiting for the expected redevelopment plans before pursuing intersection improvements at the Swap Shop driveways.
 - b. Proposed signalized intersections are close together, would special coordination plan and traffic signal spacing variations.
 - c. Recommend evaluating other alternatives in lieu of the pedestrian bridge across 441. Walkers and bikers may still attempt to cross at grade.
 - d. Coordinate with SFWMD and Central Broward Park for the pedestrian overpass into the park. Recommend showing expected footprint of bridge structure on both the canal and park sides. Building in park right-of-way requires environmental coordination.
 - e. Slip lane raised crossings would need further analysis as the raised portions may extend into the intersection with current layout. Raised crossings would create flush conditions between the turning roadways and median refuge islands, this may not be desirable. Recommend reviewing other locations where similar treatments have been installed.
 - f. Refuge islands require turning movement analysis (typically for all).
 - g. Eastern Swap Shop driveway - Protected intersection typically has bike lanes on all approaches. Unclear what treatment is being proposed driveway since approaches do not have bike lanes or shoulders. Clarify if proposed dedicated phase for bikers and walkers is meaning an all-red phase for vehicle movements.
 - h. Bridge improvements at SFWMD gate require coordination with SFWMD for allowing pedestrian access.

Drainage Design Comments:

1. There are no fatal flaws for these proposed improvements from a Drainage perspective.

Turnpike Comments:

Bridge Comments:

1. The Pedestrian Bridge at the Swap Shop is 869901, it is privately owned, and I believe installed by a Permit in 1993. The Bridge is structurally deficient due to heavy corrosion with section loss along the entire steel truss. It is on a 12-month inspection cycle (normally we inspect once every two years) until repairs are made. It has been closed to ped traffic for a long time, as we have been waiting for a repair plan to be submitted. Last correspondence was with the Owner and

Engineer in November 2024, when we reviewed a preliminary repair plan submitted as a draft permit.

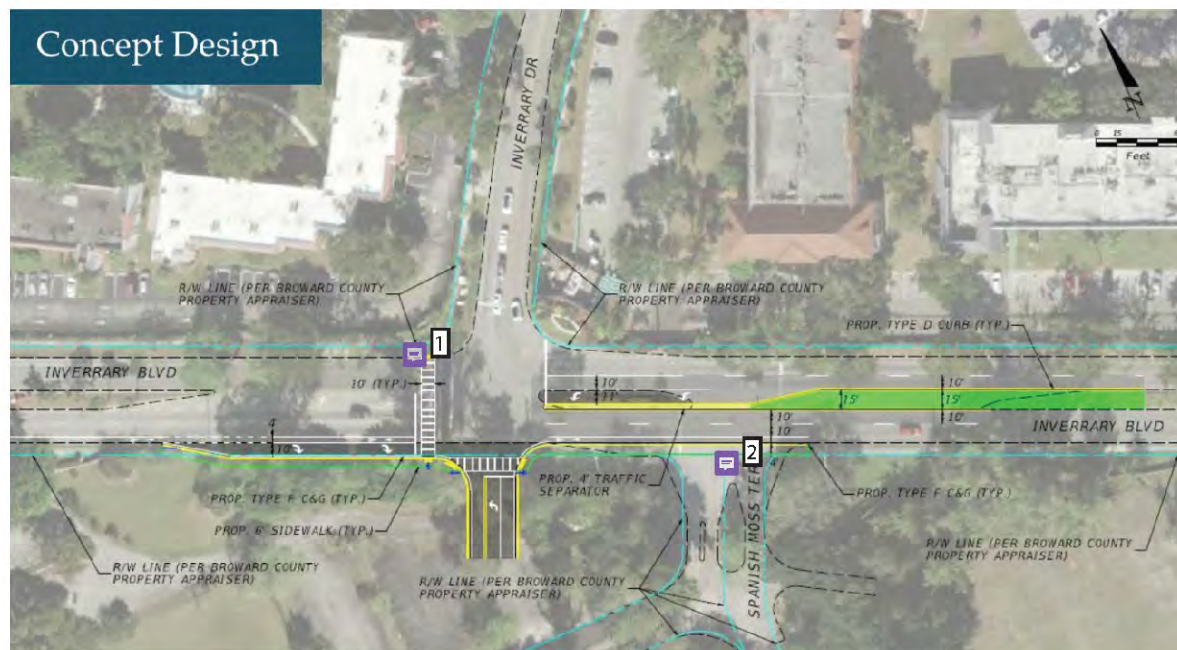


Figure 1: Inverrary Blvd @ Inverrary Dr & Spanish Moss Terr. Showing conversion to one signalized intersection.

Summary of Comments on OMD Comments.pdf

Page: 2

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/9/2024 10:24:01 AM

In case it would affect the current cost estimate, please note that the north side of the proposed crosswalk ends at a curb inlet which would need to be relocated as well as possible other work to ensure positive drainage is maintained in the final condition.

Number: 2 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:25:00 PM

Consider mentioning the opportunity to use the remaining right-of-way to relocate the downstream bus stop to this location with a more substantial transit facility (ex. bus shelter).

List of Concepts & Costs from McMahon & Assoc. "Lauderhill Transportation Plan" (2020)

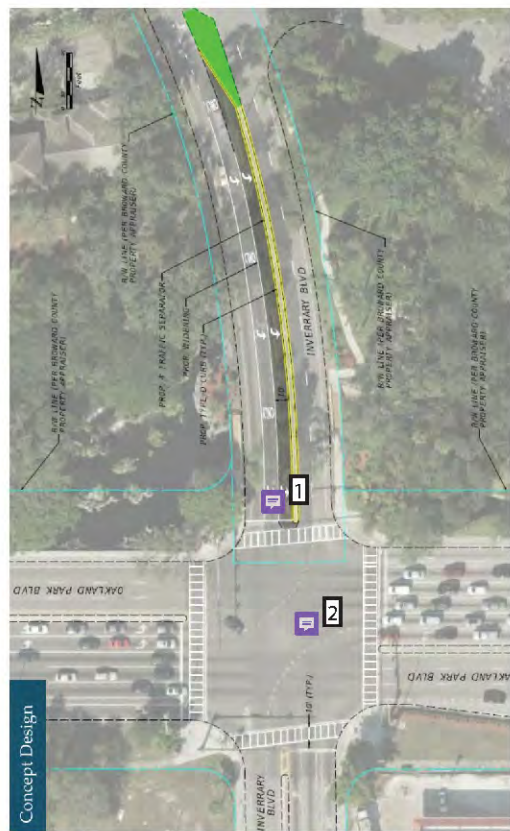


Figure 2: Inverrary Blvd @ Oakland Park Blvd - showing recommendations to Inverrary Blvd

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 2:58:52 PM

Consider if this center lane could be for through and left turning movements, not just left only, to avoid last minute weaving by vehicles that intend to proceed straight.

Number: 2 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:06:15 PM

Consider adding guide striping for turning movements.

List of Concepts & Costs from McMahon & Assoc. "Lauderhill Transportation Plan" (2020)

NW 44 St					
Location	Concept or SOW Components		Roadway Ownership	Cost Estimate	BMP/O Notes - County / FDOT feedback from Oct 2024 Mtg's
Intersection @ Inventory Blvd W	1 Install yellow detectable warnings on the northeast, northwest, and southwest corners of the intersection		City	\$159,697.22	<i>Not discussed (city-owned facility)</i>
Intersection @ Inventory Blvd	• Install yellow detectable warnings at all four intersection corners		City	\$8,765.74	<i>Not discussed (city-owned facility)</i>
Intersection @ Inventory Dr	• Extend the westbound left turn lane storage from 110 ft to 200 ft • Extend the northbound right turn lane storage from 50 ft to 250 ft • Signal Timing Optimization • Install a new Species Emphasis crosswalk on the west leg	• Upgrade south leg crosswalk from Standard to Special Emphasis • Install yellow detectable warnings and countdown pedestrian signals on the northwest, southwest, and southeast corners of the intersection	City	\$601,648.44	<i>Not discussed (city-owned facility)</i>
Intersection @ Rock Island Rd	• Construct a second eastbound left turn lane (250 feet) • Replace the mast arm to install an additional 3-section signal head • Convert the southbound right turn lane from controlled to uncontrolled operations • Construct a westbound acceleration departure lane	• Signal upgrade • Upgrade the west leg crosswalk from Standard to Special Emphasis • Install yellow detectable warnings on the northwest and southwest corners of the intersection • Maintain the pedestrian countdown signal heads • Concept drawing provided	County	\$1,357,928	• Concepts are for the current alignment • Not discussed at meeting. Will request feedback



Figure 3: NW 44 St @ Rock Island Rd (current alignment) - showing improvements to intersection

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:29:03 PM

Consider guide striping for southbound to eastbound turning vehicles to channelize them into the receiving lanes and not the bus bay, to avoid departures where there are waiting transit riders.

Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:31:06 PM

Consider striping the northbound to eastbound right turn (outside white edge line) to channelize turning vehicles into the through lane and not the open-ended bus bay.

Number: 2 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:08:55 PM

Consider maintaining a keyhole lane and how bicycles will turn from Rock Island to NW 44th St along the free-flow right turn (share the lane or within designate bike lane).

Number: 3 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:06:03 PM

Consider opportunities to improve the visibility of pedestrians in the crosswalk by free flow right-turning vehicles.

List of Concepts & Costs from McMahon & Assoc. "Lauderhill Transportation Plan" (2020)

Oakland Park Blvd				
Location	Concept or SOW Components	Roadway Ownership	Cost Estimate	BMPO Notes - County / FDOT feedback from Oct 2024 Mtg's
Intersection @ Inverrary Blvd W	Upgrade crosswalks across the west, east, and south intersection legs from Standard to Special Emphasis	FDOT	\$9,098.08	Not discussed at meeting. Will request feedback
Intersection @ Inverrary Blvd	(On Inverrary Blvd) Widen into the median to provide a second southbound left turn lane with 300 feet of storage - Replace the mast arm to install an additional 3-section signal head - Mill and resurface along Inverrary Blvd, provide new signing and pavement markings, and refurbish the north leg crosswalk	FDOT	\$412,242.28	Not discussed at meeting. Will request feedback
Intersection @ Rock Island Rd (current alignment)	- Convert the southbound right turn lane to a shared left plus right turn lane - Upgrade the north and west leg crosswalks from Standard to Special Emphasis - Replace the mast arm and signal heads - Widen median along Oakland Park Blvd (east side) to provide the minimum separation between swept paths for the triple left turn - Mill and resurface along Oakland Park Blvd and provide new signing and pavement markings	County / FDOT	\$321,376.27	RRR for OP Blvd has not been designed yet. Safety improvements should be shared with RRR PM.
Intersection @ Rock Island Rd (Realignment)	- Elimination of existing intersection of Rock Island Road and W Oakland Park Blvd - Construction of new intersection west of the existing intersection on W Oakland Park Blvd - Construction of new roadway at new intersection on W Oakland Park (extending from W Oakland Park Blvd south to NW 55 Ave) - Construction of new roundabout at new intersection on NW 55 Ave south of W Oakland Park Blvd - Modification of existing intersection of W Oakland Park Blvd and NW 55 Ave - Construction of a new signalized intersection on W Oakland Park Blvd west of NW 55 Ave	County / FDOT / Private	No cost	- Realignment will occur in conjunction with new Turnpike interchange at Oakland Park Blvd - Need to get the PD&E from Turnpike. - Both FDOT & County stated they were unaware that City wanted the intersection of Rock Island Rd to be realigned to extend south of OP Blvd (and connect to NW 55 Ave)
Intersection @ NW 55 Ave	- Modify northbound through lane to northbound through right turn lane - Southbound approach reconfiguration from one shared left turn/through lane and one exclusive right turn to one exclusive left turn lane and one shared through/right lane - Signal Timing Optimization - Implement a northbound right turn permissive overlap signal phase - Northbound left turn lane queue length increased from 40 ft to 115 ft - Install back plate on signals - Restripe the special emphasis crosswalks on west, east, and north legs - Add a new pedestrian actuation sign and replace the existing pedestrian actuation sign in the northwest corner - Replace the two southwest corner pedestrian actuation signs	FDOT	No cost	Not discussed at meeting. Will request feedback.
Intersection @ NW 49 Ave (outside of Lauderhill)	- Upgrade crosswalks on the south, east, and north legs from standard to Special Emphasis - Install pedestrian signal head for the north leg crosswalk - Replace the yellow detectable warnings on the eastbound right-turn triangular raised channelization - Refurbish the pavement markings around the eastbound right-turn triangular raised channelization - Install back plate in the signal of east leg closest to the curb - Remove the non-regulatory home made signs from the sign post on the south leg median - Upgrade the crosswalk on the driveway east of the intersection from standard to special emphasis and install "turning vehicle stop for pedestrian" sign	FDOT	No cost	- Outside of Lauderhill - Can share with OP Blvd RRR PM

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:35:59 PM
Consider pedestrian refuge within median for west leg crosswalk.

List of Concepts & Costs from McMahon & Assoc. "Lauderhill Transportation Plan" (2020)

NW 19 St					
Location	Concept or SOW Components	Roadway Ownership	Cost Estimate	BMPO Notes - County / FDOT feedback from Oct 2024 Mtg's	
Intersection @ NW 56 Ave	- Upgrade crosswalks on all legs from standard to Special Emphasis - Upgrade the school and downward arrow signs to fluorescent yellow green signs in the northbound direction	City	No cost	Not discussed (city-owned facility)	
Intersection @ NW 47 Ave	- Reconstruct the existing 4-way stop control intersection into a single-lane roundabout - Refurbish pavement markings	County / City	No cost	FDOT project on NW 19 St (Bike / Ped improvements) scheduled for construction in 2024.	
Intersection @ SR 7	- Eastbound approach reconfiguration from one exclusive left turn, one exclusive through lane and one exclusive right turn lane to one exclusive left turn lane, one exclusive through lane and one shared through/right turn lane - Construct a second southbound left turn lane - Westbound left turn lane queue length increased from 145 ft to 215 ft - Implement a westbound right turn permissive overlap signal phase - Signal Timing Optimization - Refurbish the crosswalks on all four legs	County / FDOT	No cost	- RRR for US 441 / SR 7 has not been designed yet. Safety improvements should be shared with RRR PM. - Brad Salisbury sent PM name after meeting. - BSAP recently identified safety improvements for NW 19 St (both County and FDOT are reviewing those improvements)	
Intersection @ NW 31 St	- Modify northbound and southbound left turn phase from permitted+protected to protected only - Implement a northbound and southbound right turn permissive overlap signal phase.	County	No cost	BSAP recently identified safety improvements for NW 19 St & NW 31 Av (both County and FDOT are reviewing those improvements)	
Turnpike	- Removal of the existing pedestrian bridge over the Turnpike - Create Roadway Bridge over the Turnpike - Roadway lighting - Easements or right-of-way dedication along the proposed conceptual alignment of the roadway	FDOT / Turnpike	No cost	- Both FDOT & County stated they were unaware that City wanted to replace the pedestrian bridge with a roadway. Both asked for more details – we explained this was a very preliminary concept. - Turnpike stated that the PDE& shows the existing Pedestrian bridge would be replaced as part of turnpike widening. Need a copy of the PD&E. - Turnpike stated they would review concept, but need more details - County's "Broward LTS Potential Projects" map references this pedestrian bridge.	
East of Turnpike	- Acquisition of privately owned single-family residential lot on the east side of turnpike - Relocation or elimination of the existing multiuse path on the east side of the Turnpike to NW 51 Ave	Broward Schools / Private	No cost	- Improvements in conjunction with replacement of pedestrian bridge to roadway bridge - Both County & FDOT would need much more detail in order to evaluate request	
West of Turnpike	- Acquisition of one property to facilitate grade separation of the roadway west of the turnpike - Creation of three-legged intersection where roadway ties into NW 18 Court	City / Private	No cost	- Improvements in conjunction with replacement of pedestrian bridge to roadway bridge - Both County & FDOT would need much more detail in order to evaluate request	

-
- Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:41:02 PM
Consider installing separate signal actuation for pedestrians to be within maximum stance from the crosswalk ramp. NW, NE, SW corners.
-
- Number: 2 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:43:00 PM
Consider striping the eastbound to southbound right turn (outside white edge line) to channelize turning vehicles into the through lane and not the open-ended bus bay.
-
- Number: 3 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:53:18 PM
Suggest only considering elimination of multiuse path if an alternative facility is proposed/maintained.
-
- Number: 4 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:53:46 PM
Consider roundabout type intersection.
-

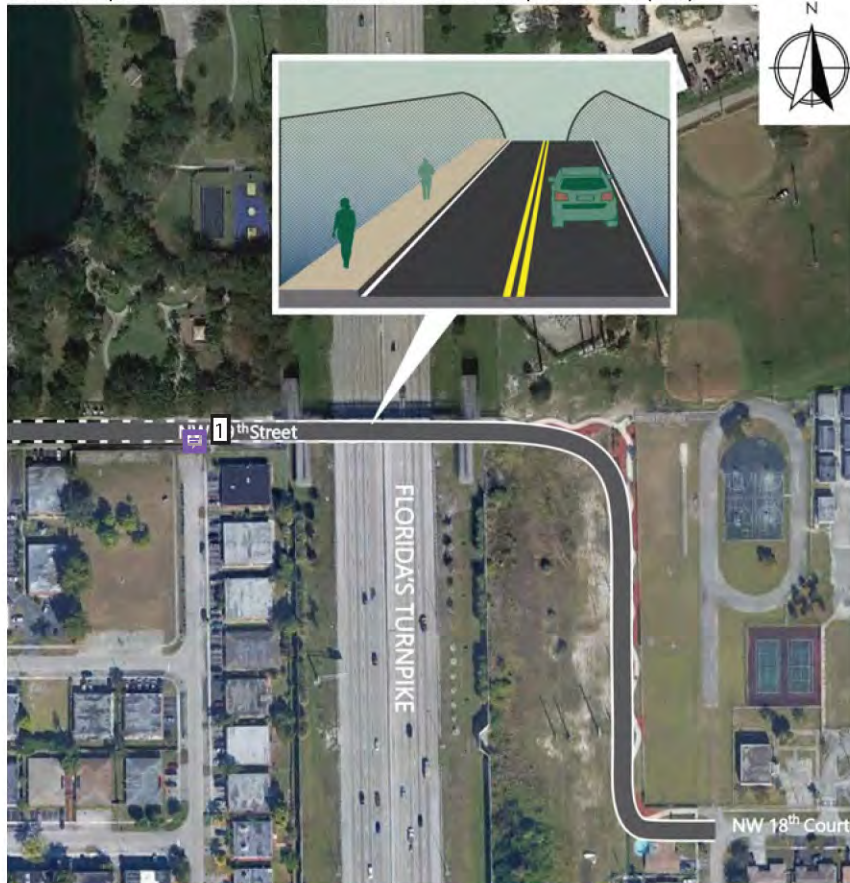


Figure 6: Replacement of NW 19 St Pedestrian Bridge with Roadway Bridge

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:54:05 PM
Consider roundabout type intersection.

List of Concepts & Costs from McMahon & Assoc. "Lauderhill Transportation Plan" (2020)

Sunrise Blvd				
Location	Concept or SOW Components	Roadway Ownership	Cost Estimate	BMPO Notes - County / FDOT feedback from Oct 2024 Mtg's
Intersection @ NW 56 Ave	- Construct a third southbound left turn lane - Signal Timing Optimization - Upgrade the crosswalks from standard to special emphasis - Install yellow detectable warning on the northeast corner for the north leg crosswalks - Replace the pedestrian signal actuation signs on the northwest corner for both the north and west leg crosswalks	FDOT	No cost	Not discussed at meeting. Will request feedback.
Intersection @ NW 47 Av	- Upgrade crosswalks from standard to special emphasis - Replace the push button to cross the east leg on the southeast corner	FDOT	No cost	- RRR for Sunrise Blvd has not been designed yet. Safety improvements should be shared with RRR PM - Brad Salisbury sent PM name after meeting.
Intersection @ NW 34 Av	- Modify northbound and southbound left turn phasing from permitted+protected to permitted only - Northbound and Southbound approach reconfiguration from one exclusive left turn lane, one shared left turn/through lane and one exclusive right turn lane to one exclusive left turn lane, one exclusive through lane and one exclusive right turn lane - Signal Timing Optimization - Offset Optimization	FDOT	No cost	- RRR for Sunrise Blvd has not been designed yet. Safety improvements should be shared with RRR PM - Brad Salisbury sent PM name after meeting.
US 441 / SR 7 Intersection Conversion (including pedestrian bridge)	- Convert the grade-separated intersection into an at-grade intersection to significantly reduce the amount of property needed for the intersection - Adjacent to NW 38 Av - Construct a pedestrian bridge over North Fork New River and W Sunrise Blvd, to provide more direct pedestrian access between the communities on southeast corner of subject intersection and public parks and facilities, on northeast corner of subject intersection.	FDOT	No cost	- BMPO MTP 2050 (Draft Cost Feasible Plan) has a Feasibility Study for conversion of intersection. - The pedestrian bridge could be studied as part of the Feasibility Study. - FDOT is about to start construction on Shared Use Path on south side of C-12 Canal (project 42957625201) - from US441 to NW 31 Av

Number: 1 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 3:58:12 PM

Crosswalk markings seem to already be high emphasis.

Number: 2 Author: MMelendez Subject: Sticky Note Date: 12/6/2024 4:43:15 PM

Consider installing separate signal actuation for pedestrians to be within maximum stance from the crosswalk ramp; all corners.

From: [Moore, David](#)
To: [Walia, Kent](#); [Karen Friedman](#); [Brad Salisbury](#); [Kehres, Katherine](#)
Cc: [Fazal Oureshi](#); [Daniel Keester-O'Mills](#); [Andrew Riddle](#); [Peters, Victoria](#); [Tony Norat](#)
Subject: RE: Comments? Broward MPO / Lauderhill TMP: Potential Solutions (FDOT)
Date: Friday, May 16, 2025 11:09:45 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image005.png](#)

Hello Karen,

I apologize for the delay in sending this information. Below is a list of safety studies performed by the FDOT D4 Traffic Safety Section that overlap with the locations listed in your email below. I've also added notes if I found additional information on implementation of recommended safety improvements through upcoming projects. Due to the file size, I'll send the safety studies through File Transfer Appliance (FTA). Please let me know if you have any questions.

SR-7 (US441)

- 3R safety review (FM 448410-1) on SR-7 from NW 3rd St to N of NW 26th St (2023) - 3R project 448410-1 deferred to FY30.
- Lighting Analysis on SR-7 from NW 16th St to NW 24th St and SR-7 from SR-816 to NW 36th St (2022)
- Active Ped/Bike Safety Study on SR-7 from NW 3rd St to N of NW 26th St (Draft)

Sunrise Blvd

- 3R safety review (FM 448411-1) on Sunrise Blvd from University Drive to NW 56th Avenue (2021) - 3R project deferred until FY30.
- 3R safety review (FM 449821-1) on Sunrise Blvd from NW 47th Ave to I-95 (2023) - 3R project letting date of 8/25/27
- Adaptive Signal Feasibility Study on Sunrise Blvd from University Dr to SR-A1A (2020)
- Ped/Bike Safety Study on Sunrise Blvd from NW 47th Ave to I-95 (2024) - This study was recommended by 3R safety review for 449821-1 and additional improvements will be implemented with 3R project.
- Safety Study at Sunrise Blvd and NW 43rd Avenue (including Signal Warrant Study) - Implemented improvements include on-demand signal, widening of right turn lane and

lighting (Study 2022, Installed 2023/24)

University Drive

- Ped/Bike Safety Study on University Dr from Oakland Park Blvd to NW 44th St (2016)
- Road Safety Audit on University Dr from NW 44th St to Commercial Blvd (2015)

Oakland Park Blvd at Inverrary Blvd

- Intersection Safety Study (2023) – Programmed project (FM 453142-1) with letting date of 7/28/27
- Ped Channelization Barrier Before/After Study (2024)

Thank you,

David Moore

Traffic Safety Specialist

District 4 Safety Office

Florida Department of Transportation

3400 W Commercial Blvd

Fort Lauderdale, FL 33309

E-Mail: david.moore3@dot.state.fl.us

Office: (954) 777-4375



From: Wallia, Kent <Kent.Walia@dot.state.fl.us>

Sent: Thursday, May 15, 2025 2:29 PM

To: Karen Friedman <Friedmank@browardmpo.org>; Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>; Moore, David <David.Moore3@dot.state.fl.us>; Kehres, Katherine <Katherine.Kehres@dot.state.fl.us>

Cc: Fazal Qureshi <qureshif@browardmpo.org>; Daniel Keester-O'Mills <dkeester@lauderhill-

fl.gov>; Andrew Riddle <riddlea@browardmpo.org>; Peters, Victoria
<Victoria.Peters@dot.state.fl.us>; Norat, Tony <Tony.Norat@dot.state.fl.us>
Subject: RE: Comments? Broward MPO / Lauderhill TMP: Potential Solutions (FDOT)

Hello Karen.

Attached are our comments for the Lauderhill TMP. Feel free to contact me if you have any questions.

Thank you.

Kent Walia, AICP, CFM
Planning Supervisor
Planning and Environmental Management (PLEMO) – Policy and Mobility Planning
Florida Department of Transportation - District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421
Telephone: 954.777.4652
E-mail: kent.walia@dot.state.fl.us



From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Thursday, May 15, 2025 1:43 PM
To: Salisbury, Brad <Brad.Salisbury@dot.state.fl.us>; Walia, Kent <Kent.Walia@dot.state.fl.us>;
Moore, David <David.Moore3@dot.state.fl.us>; Kehres, Katherine
<Katherine.Kehres@dot.state.fl.us>
Cc: Fazal Qureshi <qureshif@browardmpo.org>; Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>; Andrew Riddle <riddlea@browardmpo.org>
Subject: Comments? Broward MPO / Lauderhill TMP: Potential Solutions (FDOT)

EXTERNAL SENDER: Use caution with links and attachments.

Brad, Kent, David, and Katie –

Good afternoon. I am checking in on comments for the proposed solutions for the Lauderhill TMP:

- Sunrise Blvd corridor (US 441 to NW 31 Av)
- Intersections: University Dr @ Inverrary Blvd, University Dr @ NW 44 St, Oakland Park Blvd @ Inverrary Blvd / NW 56 Av, Sunrise Blvd @ NW 56 Av, and US 441 at NW 16 St.

The nature of the comments we are looking for:

- Potential solutions that FDOT would **not** support
- Additional potential solutions that FDOT staff have identified
- And general comments are always welcome too.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Karen Friedman

Sent: Wednesday, April 30, 2025 12:42 PM

To: Brad Salisbury <brad.salisbury@dot.state.fl.us>; Walla, Kent <Kent.Walla@dot.state.fl.us>; david.moore3@dot.state.fl.us; Kehres, Katherine <Katherine.Kehres@dot.state.fl.us>

Cc: Fazal Qureshi <qureshif@browardmpo.org>; Daniel Keester-O'Mills <dkeester@laudhill-fl.gov>; Andrew Riddle <riddlea@browardmpo.org>

Subject: Broward MPO / Lauderdale TMP: Potential Solutions (FDOT)

Brad, Kent, David, and Katie,

Thank you very much for attending today's meeting regarding the BMPO Transportation Master Plan for the City of Lauderdale. Your comments and questions were really helpful!

Per our discussion:

1. We concur that the intersection of NW 82 Av @ Commercial Blvd is a county-owned facility; please disregard from today's presentation.
2. Please let me know if you find any information regarding the air rights and public access for the Swap Shop Pedestrian Bridge
3. The contact for the Broward County Transit project / Bus Rapid Transit on Oakland Park Blvd is Tara Blakey Tara.Blakey@jacobs.com
4. I will follow up with you in 2 weeks (May 14th) for any comments, including other proposed solutions, for Sunrise Blvd and the FDOT-owned intersections.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization

Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
NEW Direct Line (954) 449-6205
Florida Relay Service 711
FriedmanK@BrowardMPO.org

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From: [Turner, Latesa](#)
To: [Karen Friedman](#); [James Brown Jr](#); [Relitz, Justin](#)
Cc: [Andrew Riddle](#); [Victoria Williams](#)
Subject: RE: Comments? Broward MPO / Lauderhill (Turnpike)
Date: Thursday, May 22, 2025 12:04:37 PM
Attachments: [image001.png](#)
[image002.png](#)

Good afternoon, Karen,

Thank you for meeting with us. We appreciate the opportunity to provide comments on the NW 19th St pedestrian bridge over Florida's Turnpike.

Things to consider for the future replacement of the NW 19th St pedestrian bridge over Florida's Turnpike:

- The PD&E study only anticipated replacing the bridge span across Florida's Turnpike to accommodate the future widening of Florida's Turnpike. The modification of the approach spans was not envisioned.
- The pedestrian bridge span would be designed to meet current standards.
- Justin and I visited the site following our meeting. It would appear modification of the approach spans would impact the existing utility on the west side of Florida's Turnpike.

We would be glad to meet with you and the City of Lauderhill to discuss this topic further and gather additional information. Let us know your availability.

We appreciate the opportunity to partner with you on this project.

Thanks,

Latesa Turner, PE

Project Manager

AtkinsRéalis

General Consultant to Florida's Turnpike Enterprise

Florida's Turnpike Milepost 263, Building 5315, Ocoee, FL 34761-3069

Office: (407) 264-3822

PLEASE NOTE THAT FLORIDA HAS A BROAD PUBLIC RECORDS LAW, AND THAT ALL CORRESPONDENCE TO ME VIA E-MAIL MAY BE SUBJECT TO DISCLOSURE.

From: Karen Friedman <Friedmank@browardmpo.org>

Sent: Tuesday, May 20, 2025 12:59 PM

To: Brown Jr, James <James.BrownJr@dot.state.fl.us>; Relitz, Justin <Justin.Relitz@dot.state.fl.us>; Turner, Latesa <Latesa.Turner@dot.state.fl.us>

Cc: Andrew Riddle <riddlea@browardmpo.org>; Williams, Victoria <Victoria.Williams@dot.state.fl.us>

Subject: Comments? Broward MPO / Lauderhill (Turnpike)

EXTERNAL SENDER: Use caution with links and attachments.

James, Justin and Latesa –

Good afternoon. I am following up on comments on the pedestrian bridge, or other items for the Lauderhill TMP.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Karen Friedman

Sent: Wednesday, April 30, 2025 12:35 PM

To: James Brown Jr <james.brownjr@dot.state.fl.us>; Relitz, Justin <Justin.Relitz@dot.state.fl.us>; Turner, Latesa <Latesa.Turner@dot.state.fl.us>

Cc: Andrew Riddle <riddlea@browardmpo.org>; Victoria Williams <victoria.williams@dot.state.fl.us>

Subject: RE: Broward MPO / Lauderhill (Turnpike)

James, Justin and Latesa –

Thank you for attending this morning's meeting regarding the BMPO Transportation Master Plan with City of Lauderhill. I really appreciated your comments and questions!

Per our discussion:

1. I cancelled the meeting scheduled for next Friday
2. The contact for the Broward County Transit project / Bus Rapid Transit on Oakland Park Blvd is Tara Blakey Tara.Blakey@jacobs.com

3. I will follow up with you in 2 weeks (May 14th) for any comments on the pedestrian bridge, or other items for the Lauderhill TMP.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



—Original Appointment—

From: Karen Friedman

Sent: Wednesday, April 30, 2025 12:31 PM

To: Victoria Williams; James Brown Jr; Relitz, Justin; Chris Romano

Cc: Marissa Tucker-Borquez; Jessica Josselyn; Andrew Riddle; Daniel Keester-O'Mills; Turner, Latesa

Subject: Canceled: Broward MPO / Lauderhill (Turnpike)

When: Friday, May 9, 2025 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Importance: High

A copy of the meeting presentation and potential solutions will be emailed in advance of the meeting.

Meeting Purpose:

- Meeting with representatives from FL Turnpike to review the potential solutions for the Pedestrian Bridge at NW 19 St.

The **TEAMS** information is below.

For the latest information on the Lauderhill TMP, please visit:

<https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner

From: [Brown Jr, James](#)
To: [Karen Friedman](#)
Cc: [Daniel Keester-O'Mills](#); [Victoria Williams](#); [Peters, Victoria](#); [Kavouklis, Katina](#)
Subject: RE: Lauderhill TMP - Recommendation for ROW Acquisition of Folio 494123010120
Date: Friday, September 26, 2025 10:16:27 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi Karen,

Thank you for reaching out to our Turnpike Team. I have reviewed your ROW acquisition recommendation to address a critical gap along **Inverrary Blvd** and will forward to the Project Manager for the Oakland Park Blvd Interchange project. I anticipate we will want to meet with your team to discuss. I will be in touch in the near future to schedule a TEAMS call to review this inquiry. Thanks!

James Brown, CPM

Planning Specialist / MPO Liaison

Florida's Turnpike Enterprise

Milepost 65 | Pompano, FL 33069
O: 954-934-1293 | M: 407-457-9155
James.BrownJr@dot.state.fl.us

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Thursday, September 25, 2025 3:19 PM
To: Brown Jr, James <James.BrownJr@dot.state.fl.us>
Cc: Daniel Keester-O'Mills <dkeester@lauderhill-fl.gov>; Williams, Victoria <Victoria.Williams@dot.state.fl.us>; Peters, Victoria <Victoria.Peters@dot.state.fl.us>
Subject: Lauderhill TMP - Recommendation for ROW Acquisition of Folio 494123010120

EXTERNAL SENDER: Use caution with links and attachments.

James – Good afternoon. I wanted to bring to your attention one of the final recommendations included in the Lauderhill Transportation Master Plan.

In order to accommodate a new sidewalk in a critical gap along **Inverrary Blvd**, the TMP recommends the City acquire additional ROW.

- The Transportation Master Plan prepares Planning Concepts, so the specific amount of land the City of Lauderhill would need to acquire would be determined in a future study.
- **However based on the planning concept, at least 5 feet would be needed.**
- The property is BCPA Folio 494123010120 (outlined below in red).
- This former golf course was acquired by FDOT in conjunction with the new FL Turnpike exchange planned for Oakland Park Blvd.

We are in the final stage of the TMP process and are preparing the Final Report and hosting Community Meetings.

- I anticipate the Final Report to be ready right after the New Year.
- At that time the technical assistance to the City of Lauderhill will be complete.
- We have advised the City of Lauderhill to continue engaging with critical stakeholders, including FL Turnpike.

However, I am happy to discuss with you the ROW acquisition recommendation or any other questions you may have.



Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization

Trade Centre South
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2181
Direct Line (954) 876-0039
Florida Relay Service 711
FriedmanK@BrowardMPO.org

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From: [Karen Friedman](#)
To: ["Brown Jr, James"](#)
Cc: [Walia, Kent](#); [Victoria Williams](#)
Subject: RE: Costs for Financial Project ID: 440448-1 / SR 758/Bee Ridge Road at the Legacy Trail
Date: Wednesday, September 17, 2025 12:37:00 PM
Attachments: [image002.png](#)
[image003.png](#)

James – Thank you very much for this information.

Yes, we have identified the **Legacy Trail Bridge at Bee Ridge Rd** to be a best practice for the **Lauderhill TMP**, for two different recommended pedestrian bridges:

1. Replacement of existing Pedestrian Bridge over FL Turnpike
2. New Pedestrian Bridge over Sunrise Blvd, just east of US 441.

Due to the complexity of these projects / recommendations, we are not providing a cost estimate for the pedestrian bridges.

Instead, we will include the construction cost for the **Legacy Trail Bridge at Bee Ridge Rd** (with clarifying notes).

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



From: Brown Jr, James <James.BrownJr@dot.state.fl.us>
Sent: Wednesday, September 17, 2025 12:11 PM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Walia, Kent <Kent.Walia@dot.state.fl.us>; Victoria Williams <victoria.williams@dot.state.fl.us>
Subject: RE: Costs for Financial Project ID: 440448-1 / SR 758/Bee Ridge Road at the Legacy Trail

Hi Karen,

The total project construction costs for **FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758)** are approximately **\$12.8M**. Our team worked with the Project Manager William (Billy) Whidden to determine the most recent current construction costs for the **Legacy Trail Bridge at Bee Ridge Rd component** to be approximately **\$6.9M**.

To confirm, this information is being used for the current **Lauderhill TMP**, which is looking at a new potential pedestrian bridge over Florida's Turnpike?

James Brown, CPM
Planning Specialist / MPO Liaison
Florida's Turnpike Enterprise

Milepost 65 | Pompano, FL 33069
O: 954-934-1293 | **M: 407-457-9155**
James.BrownJr@dot.state.fl.us

From: Williams, Victoria <Victoria.Williams@dot.state.fl.us>
Sent: Friday, September 5, 2025 5:07 PM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Walia, Kent <Kent.Walia@dot.state.fl.us>; Brown Jr, James <James.BrownJr@dot.state.fl.us>
Subject: RE: Costs for Financial Project ID: 440448-1 / SR 758/Bee Ridge Road at the Legacy Trail

Karen my sincere apology as I missed following up timely on your request due to vacation. I am copying our Turnpike Liaison James Brown as well to know about this inquiry. Please allow me to research further and get details from the project manager of record. We will reply to you next week. Again sorry for the holiday delay.

Thank You!

Victoria Williams, CPM, FCCM
Liaison Administrator
Florida's Turnpike Enterprise

Milepost 65 | Pompano, FL 33069
Office: 954-934-1104 | **Mobile: 407-462-8225**
victoria.williams@dot.state.fl.us

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Friday, August 29, 2025 1:05 PM
To: Williams, Victoria <Victoria.Williams@dot.state.fl.us>
Cc: Walia, Kent <Kent.Walia@dot.state.fl.us>
Subject: Costs for Financial Project ID: 440448-1 / SR 758/Bee Ridge Road at the Legacy Trail

EXTERNAL SENDER: Use caution with links and attachments.

Victoria – Good afternoon.

I am inquiring about Financial Project ID: 440448-1 / SR 758/Bee Ridge Road at the Legacy Trail; [440448-1 Legacy Trail over Clark Road \(SR 72\) and Bee Ridge Road \(SR 758\)](#)

Can you provide me the construction costs for this project? Specifically, the Legacy Trail Bridge at Bee Ridge Road component.

Thank you for your help,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization

Trade Centre South

100 West Cypress Creek Road,

6th Floor, Suite 650

Fort Lauderdale, FL 33309-2181

Direct Line (954) 876-0039

Florida Relay Service 711

Friedmank@BrowardMPO.org

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D. Other Stakeholder Coordination

From: Karen Friedman
To: Christopher O. Akagbosu
Cc: Andrew Riddle; Ladheryl J. Thomas; Daniel Keester-O'Mills; Elizabeth Diane Sampson-Bryant; Chris Romano; Jessica Josselyn; Kayla Orazi
Subject: Presentation attached! Pedestrian / Bicycle Improvements in Lauderhill (Broward Schools)
Date: Wednesday, October 23, 2024 1:52:00 PM
Attachments: StakeholderMtgs_Schools.pdf
image001.png
StakeholderMtgs_Schools_AddlSlides.pdf

Chris –

Attached please find the presentation for Tuesday's meeting re the Lauderhill Transportation Master Plan (discussion with Broward Schools).

Time permitting, we might touch on the information in the "Additional Slides" pdf.

Looking forward to a great discussion!

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Metropolitan Planning Organization

Trade Centre South

100 West Cypress Creek Road,

6th Floor, Suite 650

Fort Lauderdale, FL 33309-2181

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From: Karen Friedman
To: Christopher O. Akagbosu; Glennika Gordon
Cc: Jessica Josselyn; Marissa Tucker-Borquez; Elizabeth Diane Sampson-Bryant; Andrew Riddle; Chris Romano; Daniel Keester-O'Mills
Subject: Presentation for next TUESDAY'S Mtg - Broward MPO / Lauderhill TMP: Potential Solutions (Broward Schools)
Date: Tuesday, April 29, 2025 1:31:00 PM
Attachments: image002.png
image003.png
SM2_BrowardSchools.pdf

Chris & Glennika –

The meeting presentation for **next TUESDAY's** meeting is **attached**.

PLEASE NOTE re the Meeting Presentation:

- The Lauderhill TMP focuses on 6 roadways (referred to as the Plan Study Area)
- However, this presentation only includes the roadways abutting the following Broward Schools: Piper HS, Endeavor PLC, Royal Palm ES, Lauderhill STEM 6-12, and Lauderhill Paul Turner ES.
- Please feel free to invite representatives from those schools to the meeting (or other interested Broward Schools Staff).

We look forward to your comments and feedback.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



-----Original Appointment-----

From: Karen Friedman

Sent: Wednesday, March 12, 2025 1:18 PM

To: Karen Friedman; Christopher O. Akagbosu; Glennika Gordon; Daniel Keester-O'Mills; Chris Romano; Andrew Riddle

Cc: Jessica Josselyn; Marissa Tucker-Borquez; Elizabeth Diane Sampson-Bryant

Subject: Broward MPO / Lauderhill TMP: Potential Solutions (Broward Schools)

When: Tuesday, May 6, 2025 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

A copy of the meeting presentation and potential solutions will be emailed in advance of the meeting.

Meeting Purpose:

- Meeting with Broward Schools to review the potential solutions for the Lauderhill TMP Plan Study Area Roadways adjacent to five Broward County Public Schools
 - NW 82 Av: Piper High School
 - NW 56 Av: Endeavor Primary Learning Center & Royal Palm Elementary School
 - NW 49 Av / NW 47 Av: 6-12 Stem & Lauderhill Paul Turner Elementary School.

The **TEAMS** information is below.

For the latest information on the Lauderhill TMP, please visit:
<https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 229 563 470 237
Passcode: d59aN7XP

For organizers: [Meeting options](#)

From: [Karen Friedman](#)
To: [Lance T. Rigby](#)
Cc: [; Christopher O. Akagbosu; Glennika Gordon; Rolando A. Alvarez; Ruth Masters; Yolanda M. Palmer; Simone Y. Clowers; Ana C. Ferreyra; Alison D. Witoshynsky; Carol A. Cascio; Chris Romano](#)
Subject: Presentation for 10am mtg
Date: Tuesday, June 24, 2025 8:50:00 AM
Attachments: [SM2 BrowardSchools TranspDept.pdf](#)
[image001.png](#)

All – Attached is the presentation for this morning’s meeting.

See you at 10am on TEAMS.

Sincerely,

Karen Friedman, AICP
Senior Transportation Planner



-----Original Appointment-----

From: Karen Friedman
Sent: Monday, June 23, 2025 12:02 PM
To: Karen Friedman; Lance T. Rigby
Cc: : Christopher O. Akagbosu; Glennika Gordon; Rolando A. Alvarez; Ruth Masters; Yolanda M. Palmer; Simone Y. Clowers; Ana C. Ferreyra; Alison D. Witoshynsky; Carol A. Cascio
Subject: Broward MPO / Lauderhill TMP - Discussion with Broward Schools Trans. Dept
When: Tuesday, June 24, 2025 10:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Discussion of the Broward MPO Technical Assistance to City of Lauderhill for a Transportation Master Plan and the draft recommendations on roadways adjacent to Broward Schools:

- NW 82 Av: Piper High School
- NW 56 Av: Endeavor Primary Learning Center & Royal Palm Elementary School
- NW 49 Av / NW 47 Av: 6-12 Stem & Lauderhill Paul Turner Elementary School.
- BCPS property located behind 6-12 STEM (landing location for the Turnpike Pedestrian Bridge)

For more information please visit: <https://www.browardmpo.org/plans/city-of-lauderhill>

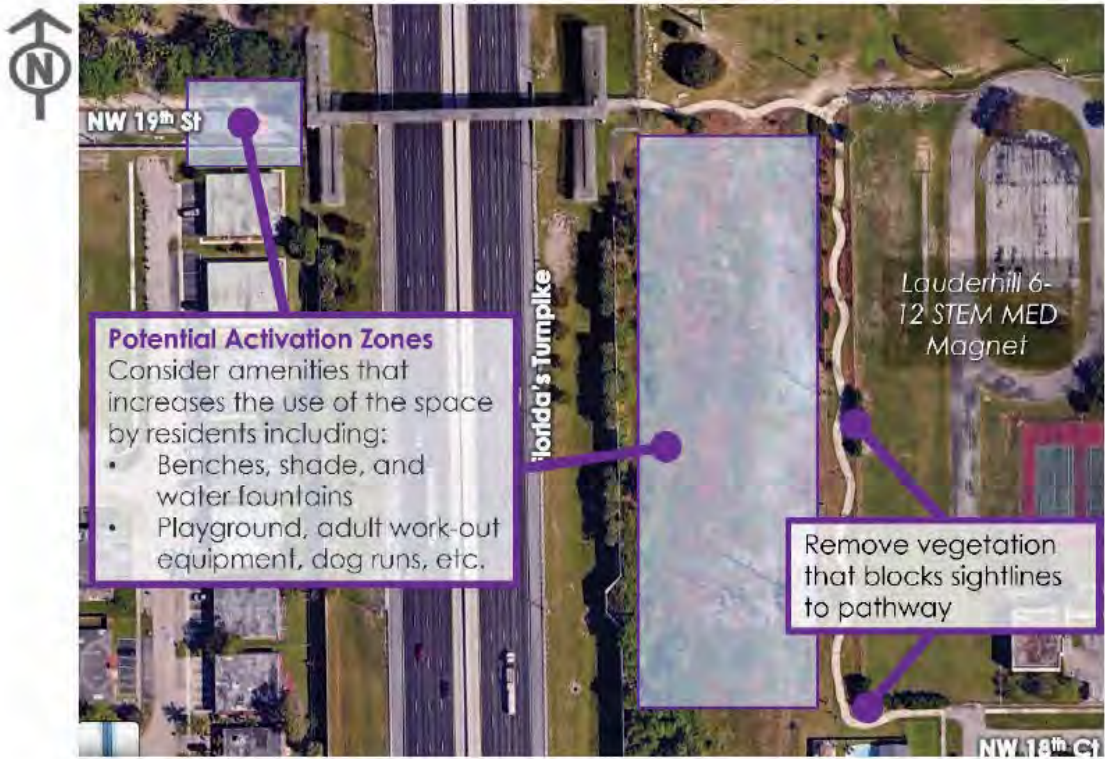
Sincerely,
Karen Friedman, AICP
Senior Transportation Planner

From: [Karen Friedman](#)
To: [Alison D. Witoshynsky](#)
Cc: [Lance T. Rigby](#); [Glennika Gordon](#); [Christopher O. Akagbosu](#); [Darci L. Mayer](#); [Ana C. Ferreyra](#)
Subject: RE: Review Recommendations for several roadways in Lauderhill (Lance Rigby referral)
Date: Wednesday, June 25, 2025 11:19:00 AM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)

Alison – Thank you.

I have a some questions that I am hoping you can assist with:

- For Endeavour PLC: Are the sidewalk gates opened for students to walk to school – from NW 58 Te and Circle at Inverrary?
- One of the recommendations is to request BCPS to redesign the field behind STEM 6-12 to improve visibility. We have heard from Lauderhill Police that this area has experienced criminal activity (and having walked there, it is uncomfortable and hidden). Does BCPS have a safety concern or plan for this area?
- Finally, are there safety issues with walk to school that we should be aware of for Piper HS, Endeavour PLC, Royal Palm ES, or STEM 6-12?



Karen Friedman, AICP
Senior Transportation Planner



From: Alison D. Witoshynsky <alison.witoshynsky@browardschools.com>
Sent: Wednesday, June 25, 2025 10:06 AM
To: Karen Friedman <Friedmank@browardmpo.org>
Cc: Lance T. Rigby <lance.rigby@browardschools.com>; Glennika Gordon <glennika.gordon@browardschools.com>; Christopher O. Akagbosu <chris.akagbosu@browardschools.com>; Darci L. Mayer <mayerd@browardmpo.org>; Ana C. Ferreyra <ana.ferreyra@browardschools.com>
Subject: Re: Review Recommendations for several roadways in Lauderhill (Lance Rigby referral)

We didn't have any comments. I was mostly concerned or curious if the roundabouts would provide sufficient turn radius for the buses.

Thank you.

Alison Witoshynsky, LEP CIEC ASP
Director - Environmental Health & Safety Department
P: 754.321.4204 C: 954.604.4172
alison.witoshynsky@browardschools.com

From: Karen Friedman <Friedmank@browardmpo.org>
Sent: Wednesday, June 25, 2025 9:57:18 AM
To: Alison D. Witoshynsky <alison_witoshynsky@browardschools.com>
Cc: Lance T. Rigby <lance.rigby@browardschools.com>; Glennika D. Gordon <glennika.gordon@browardschools.com>; Christopher O. Akagbosu <chris.akagbosu@browardschools.com>; Darci L. Mayer <mayerd@browardmpo.org>
Subject: Review Recommendations for several roadways in Lauderhill (Lance Rigby referral)

CAUTION: This email originated from an external source. Use caution when replying, clicking links, or opening attachments.

Alison, Good morning.

Yesterday I had a TEAMS meeting with Lance Rigby (and a couple members from his staff) about the draft recommendations for several roadways in Lauderhill. The roadways are adjacent to several BCPS Schools, as well as the property located behind Lauderhill STEM 6-12 (including the pedestrian bridge over the turnpike).

Lance suggested we reach out to your office to review the draft recommendations.

Attached is the presentation from yesterday's meeting. I am happy to have a phone call or schedule a TEAMS meeting to discuss the proposed recommendations.

Please let me know.....

Karen Friedman, AICP
Senior Transportation Planner



-----Original Appointment-----

From: Karen Friedman
Sent: Monday, June 23, 2025 12:02 PM
To: Karen Friedman; Lance T. Rigby
Cc: : Christopher O. Akagbosu; Glennika Gordon; Rolando A. Alvarez; Ruth Masters; Yolanda M. Palmer; Simone Y. Clowers; Ana C. Ferreira; Alison D. Witoshynsky; Carol A. Cascio
Subject: Broward MPO / Lauderhill TMP - Discussion with Broward Schools Trans. Dept
When: Tuesday, June 24, 2025 10:00 AM-11:00 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Discussion of the Broward MPO Technical Assistance to City of Lauderhill for a Transportation Master Plan and the draft recommendations on roadways adjacent to Broward Schools:

- NW 82 Av; Piper High School
- NW 56 Av; Endeavor Primary Learning Center & Royal Palm Elementary School
- NW 49 Av / NW 47 Av; 6-12 Stem & Lauderhill Paul Turner Elementary School.
- BCPS property located behind 6-12 STEM (landing location for the Turnpike Pedestrian Bridge)

For more information please visit: <https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,
Karen Friedman, AICP
Senior Transportation Planner

Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward Schools**
Project Introduction



October 29, 2024

BrowardMPO.org

Agenda

1. Lauderhill TMP: Basic Information
 - Agency Introductions
 - TMP Purpose
 - TMP Schedule
 - Current Status
2. About Lauderhill
 - Youthful City
 - City of Elders
 - Other Notable Information
 - Lauderhill TMP Vision
 - Roadway Jurisdiction
3. Discussion
 - Planned Improvements and Studies
4. Next Steps



Introductions

MPO Staff:

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



Karen Friedman
Senior Planner



Andrew Riddle
Community Planning Manager

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*

TMP *multimodal* project categories:

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

The TMP is *not* intended to:

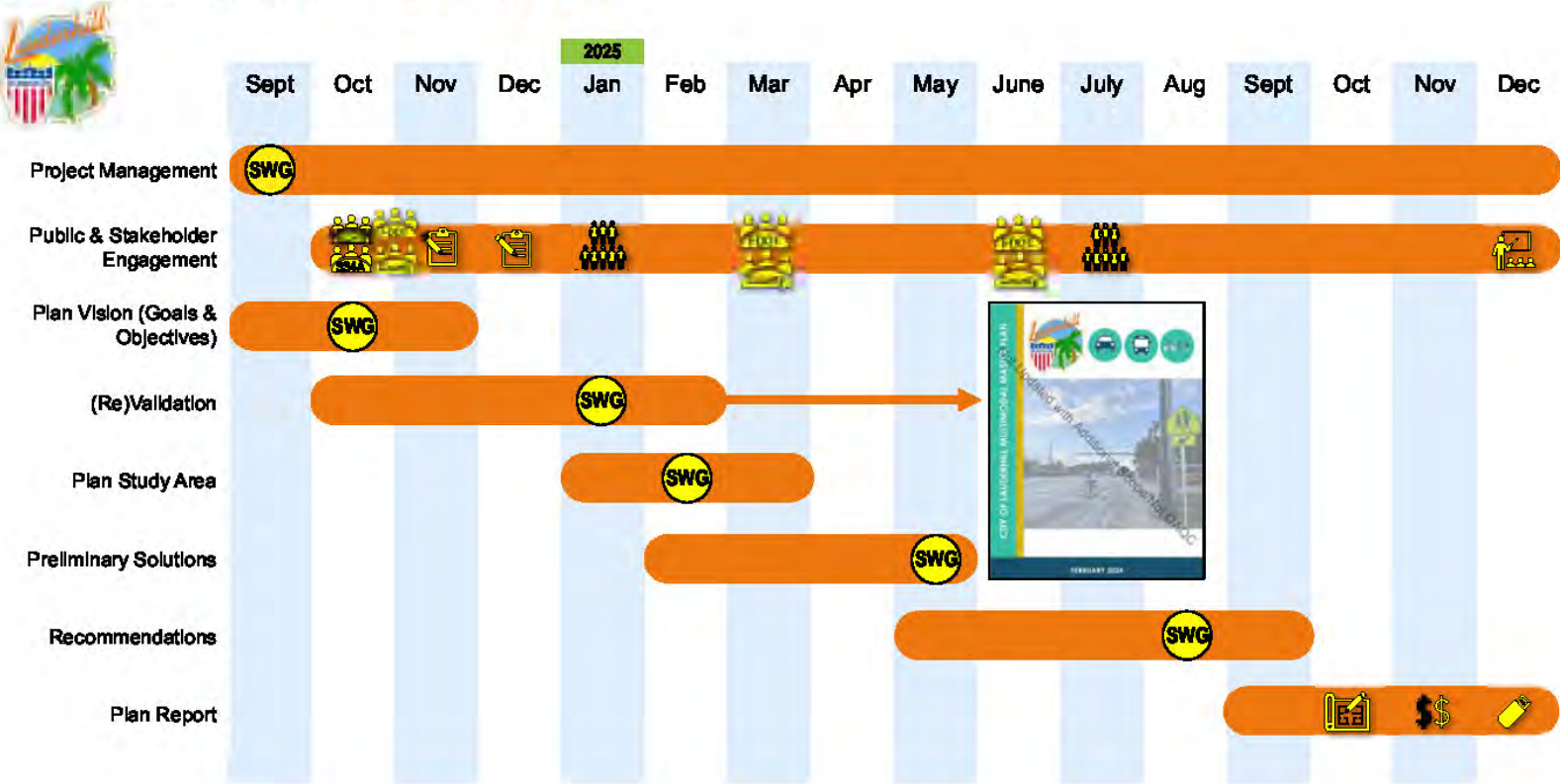
- Manage roadway congestion
- Assess projects of a scale or complexity that would require a feasibility study



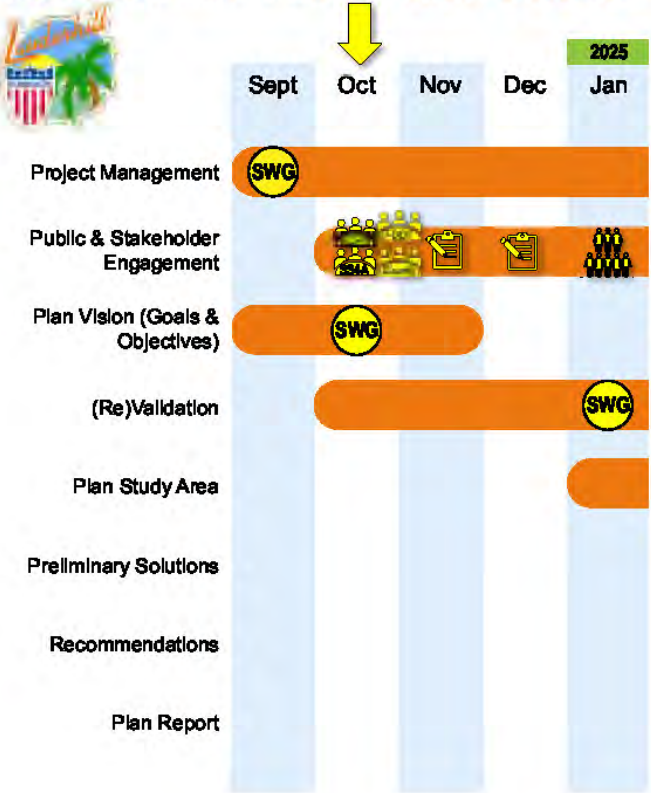
BrowardMPO.org



Lauderhill TMP: Schedule



Lauderhill TMP: Schedule – Current Status



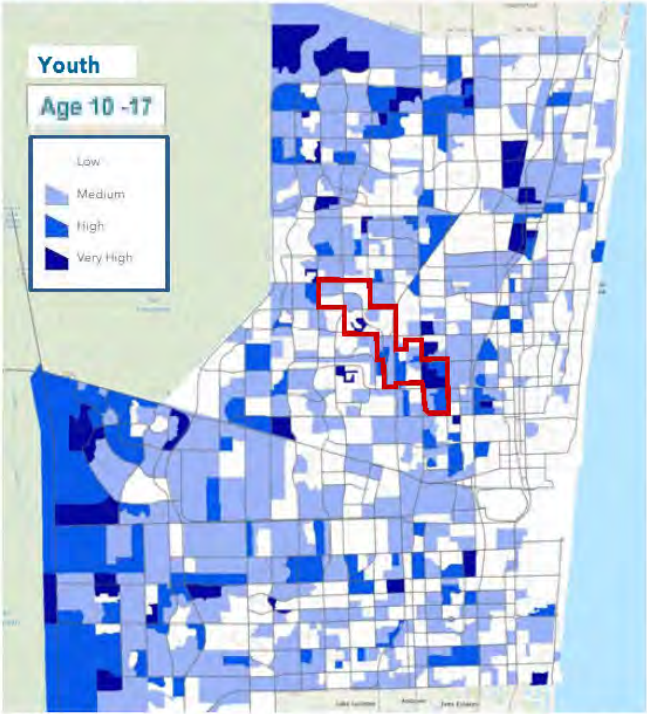
- Oct. 10 – SurveyMonkey live
- Oct. 24 – City SWG Meeting #2 (TMP Vision)
- Oct. 24 – Safe Streets For All NW 31st Ave. Icon Map meeting
- Oct. 24 – Safe Streets For All NW 19th St. Icon Map meeting
- **Oct. 29 – Broward Schools Facility Planning Director meeting**
- Oct. 31 – Broward County Staff (including BCT) meeting
- Oct. 31 – FDOT Staff (including Turnpike) meeting



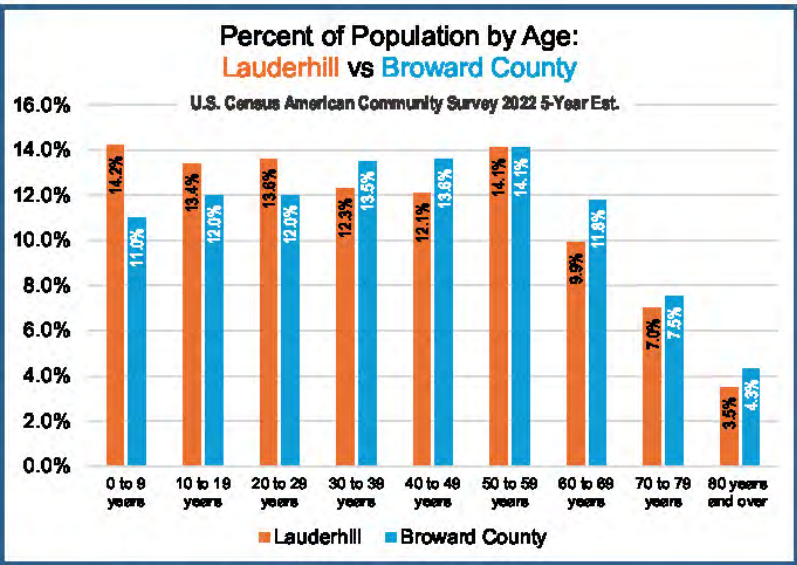
About Lauderhill.....



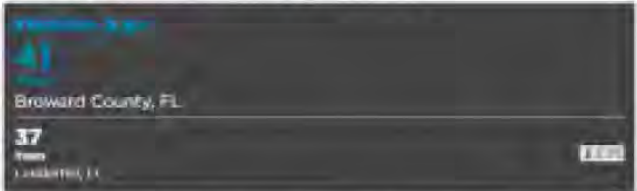
Lauderhill TMP: Youthful City



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.

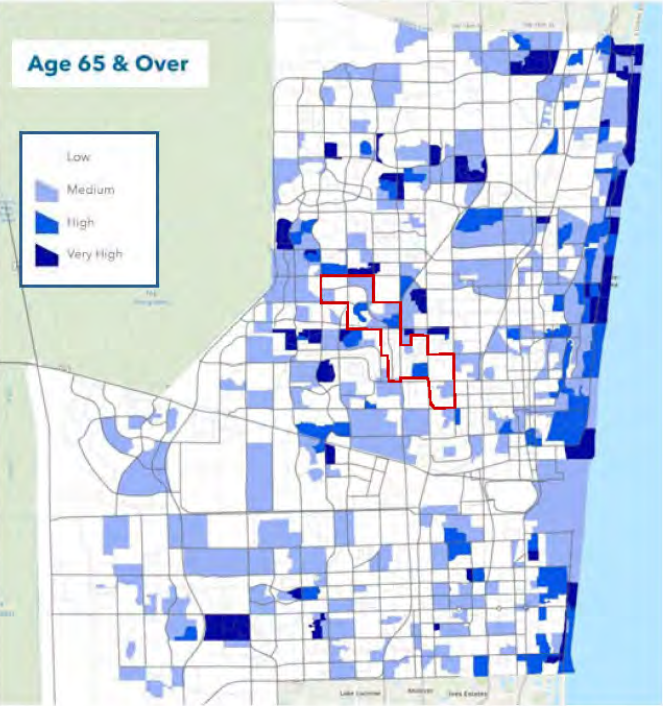


Median Age in Lauderhill compared to Broward County

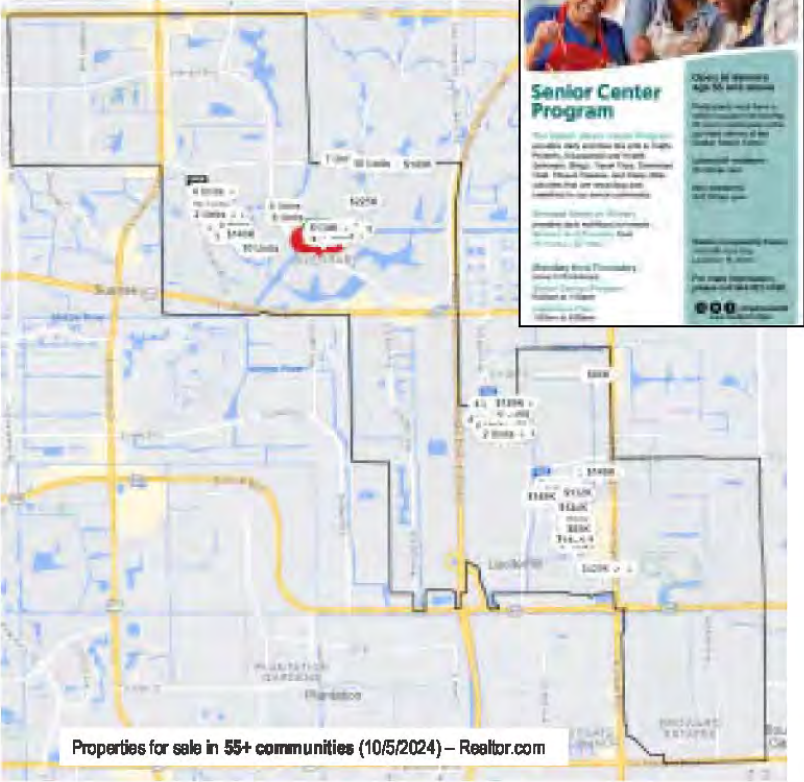


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Lauderhill TMP: City for Elders



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.



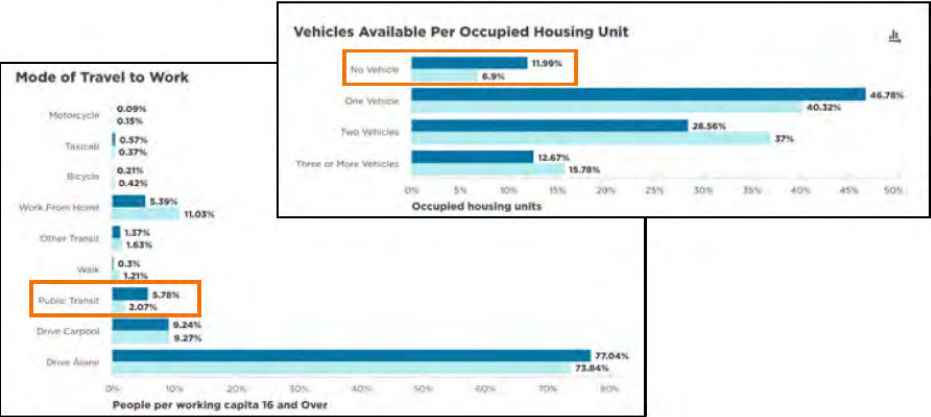
Properties for sale in 55+ communities (10/5/2024) – Realtor.com

Lauderhill TMP: Other Notable Numbers

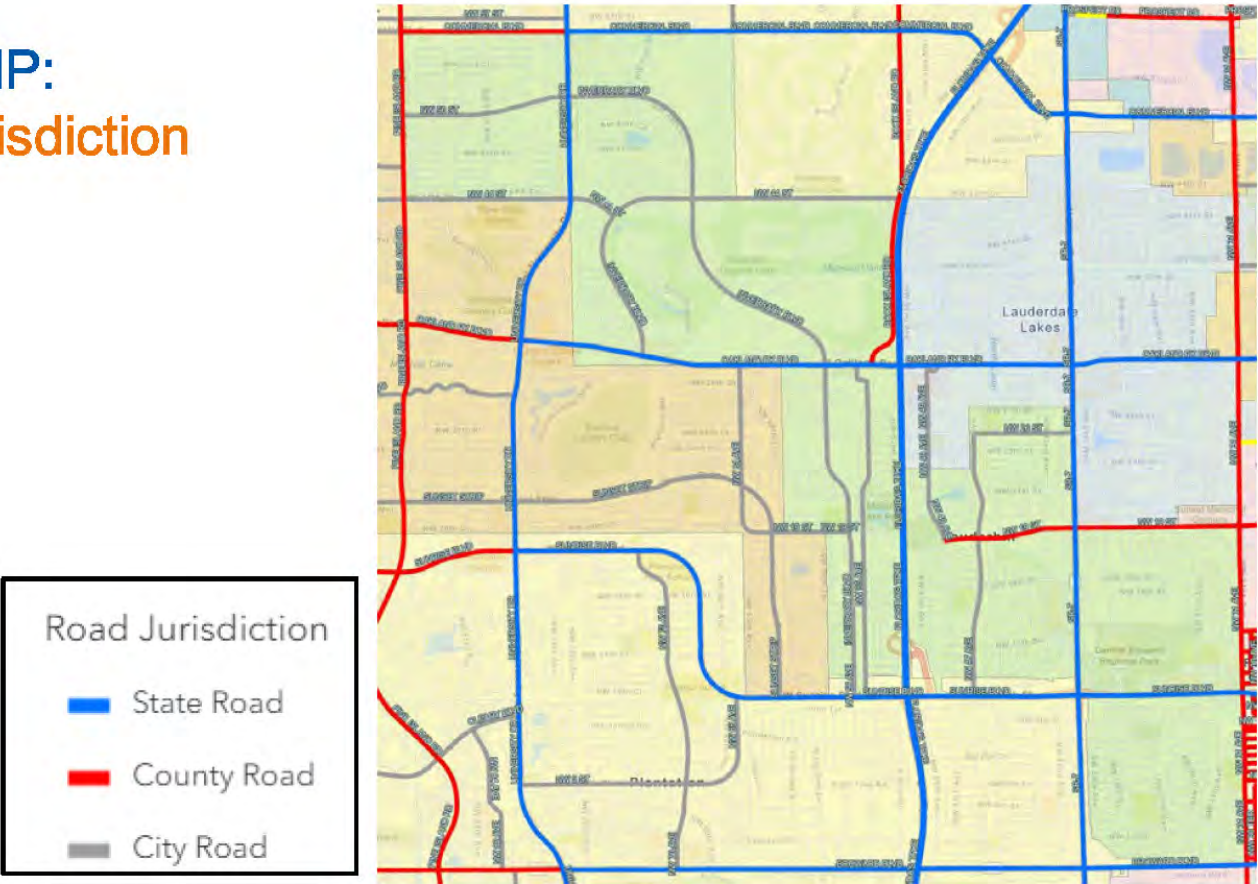
- 7 Community Shuttle Routes
- 2 Hassidic synagogues at Inverrary Dr & NW 44 St
- 9 Broward Public Schools:

	In City	Boundary Zones
Elementary	7	12
Middle	2	5
High	1	4

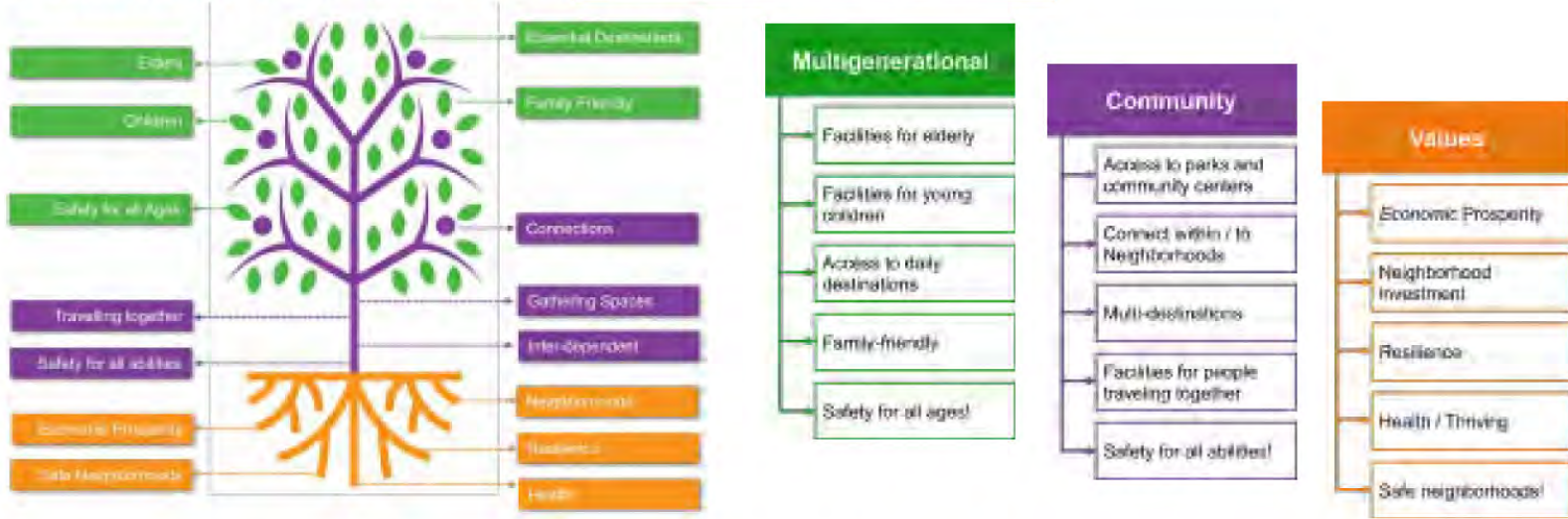
- 2 Libraries
- 26 Parks & Community Centers
- Travel Trends (City vs County)



Lauderhill TMP: Roadway Jurisdiction

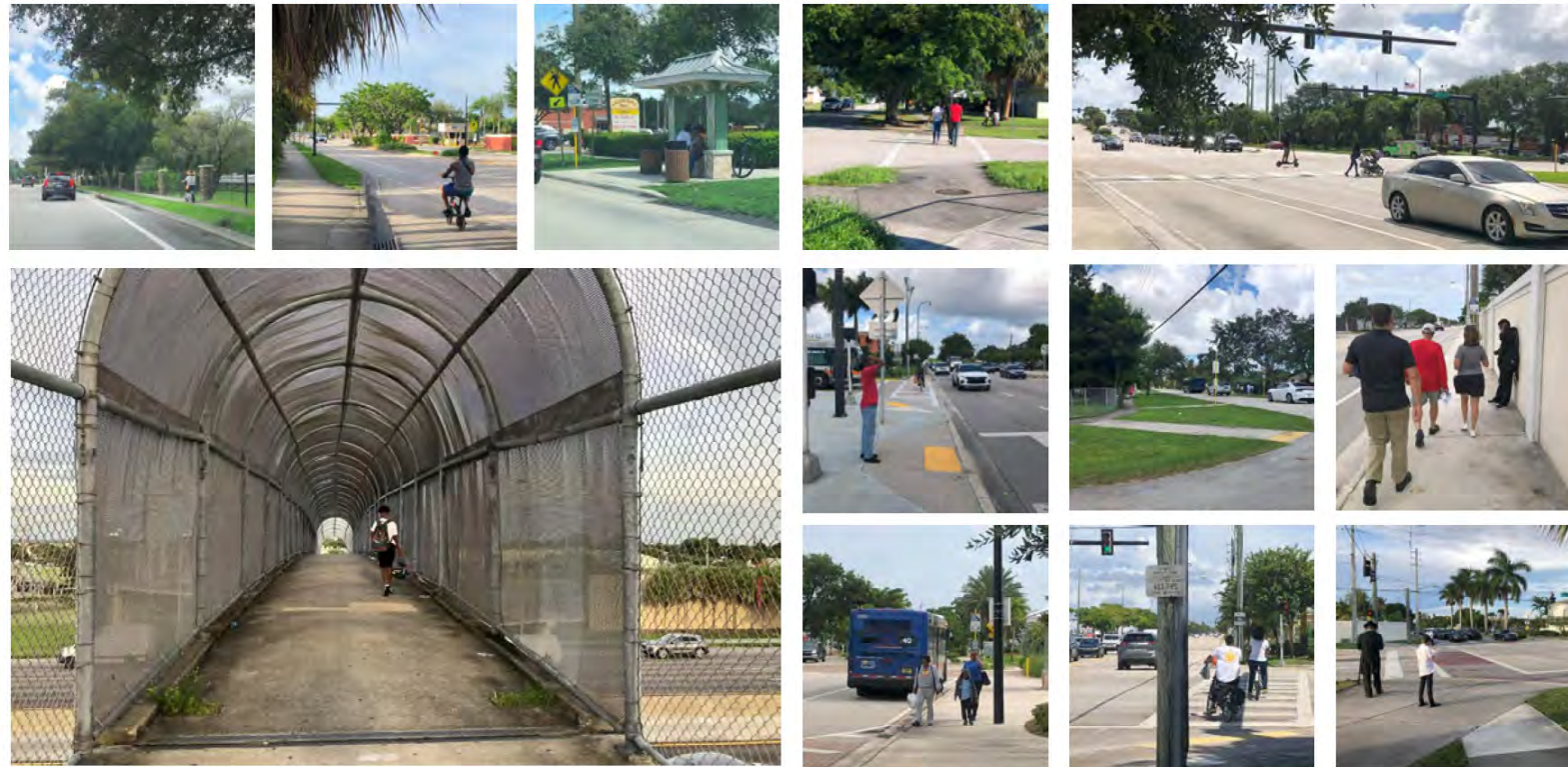


Lauderhill TMP: Vision rooted in the values of family



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.

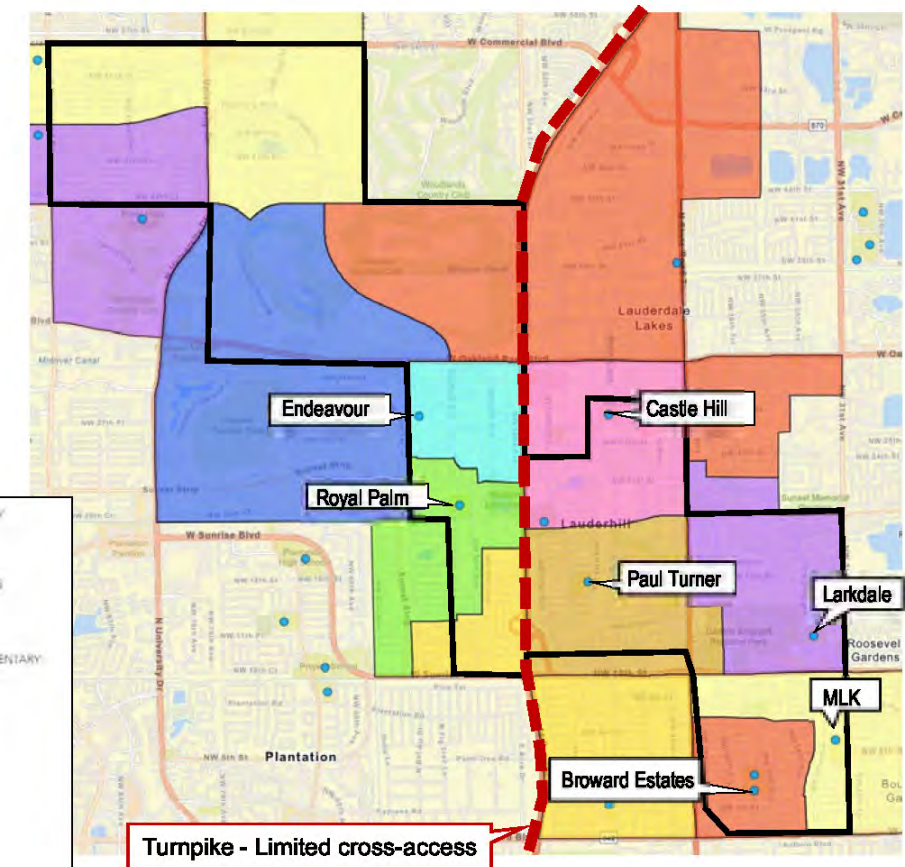
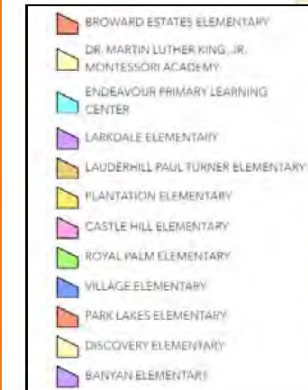
BCPS Discussion



Lauderhill TMP: Public Schools & Boundaries

- 7 Elementary Schools in City
- 12 Elementary Schools Boundaries

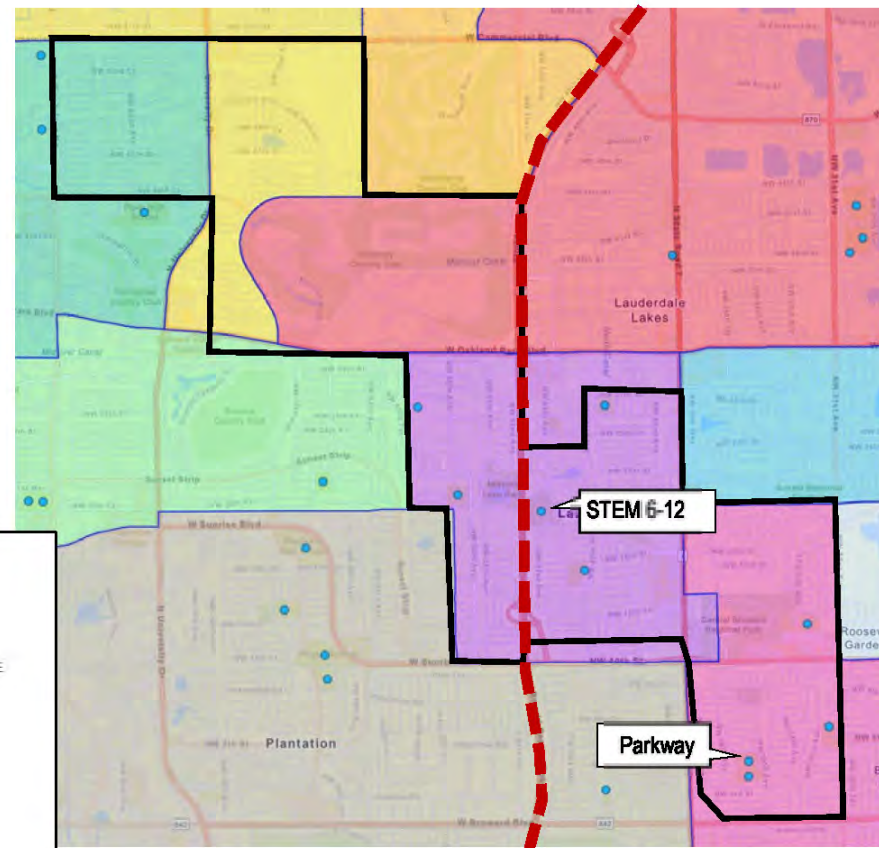
1. Stakeholders at each school?
2. Concerns about walk or bike to school?
3. Staff / students using BCT or Community Shuttles?
4. Issues with crossing over Turnpike? (including to access Nova bus stops)



Lauderhill TMP: Public Schools & Boundaries

- 2 Middle Schools in City
- 5 Middle Schools Boundaries

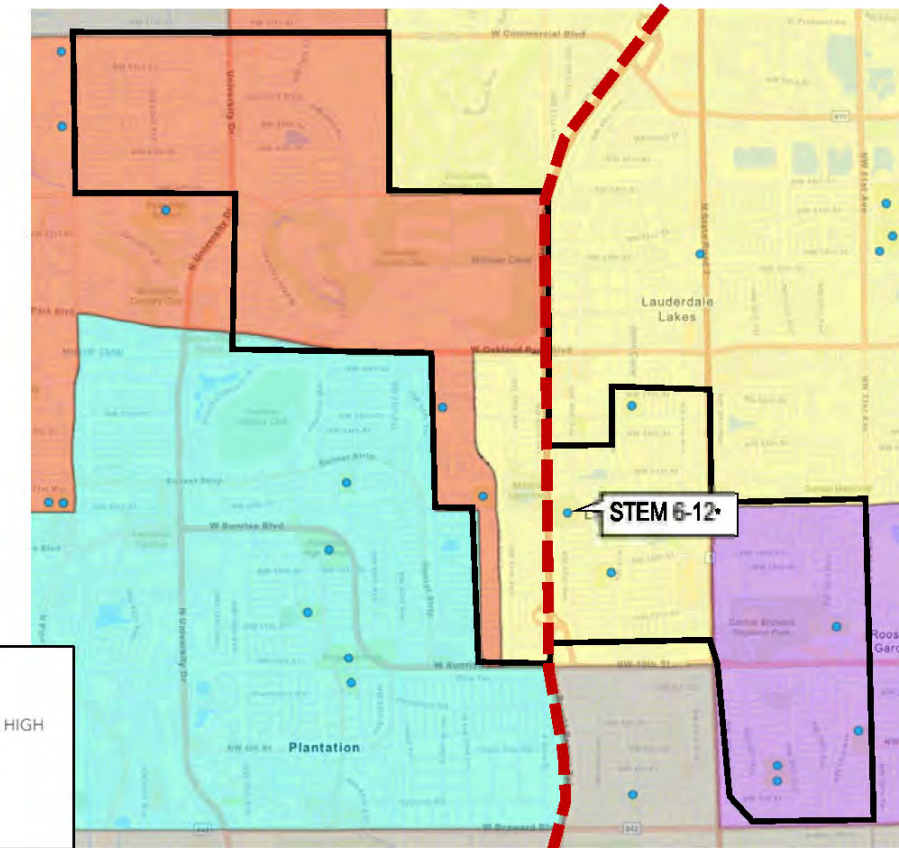
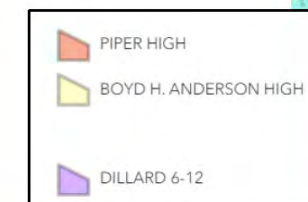
1. Stakeholders at each school?
2. Concerns about walk or bike to school?
3. Staff / students using BCT or Community Shuttles?
4. Issues with crossing over Turnpike? (including to access Nova bus stops)



Lauderhill TMP: Public Schools & Boundaries

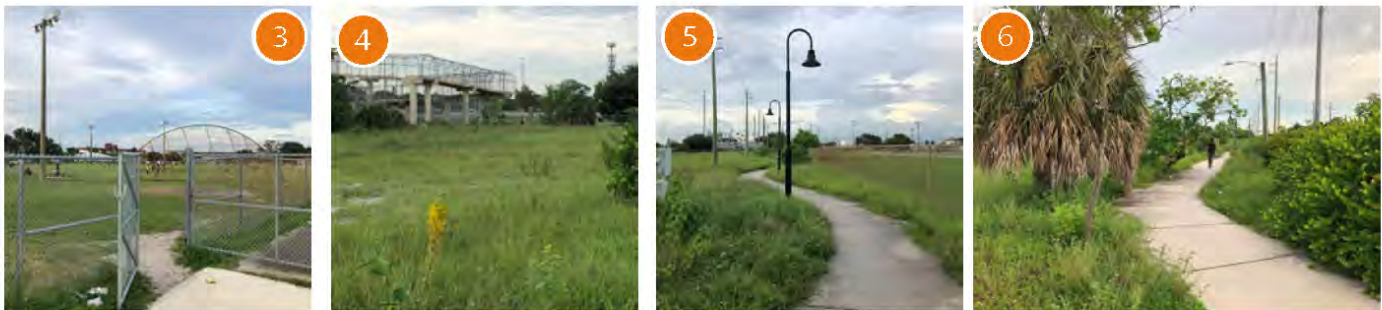
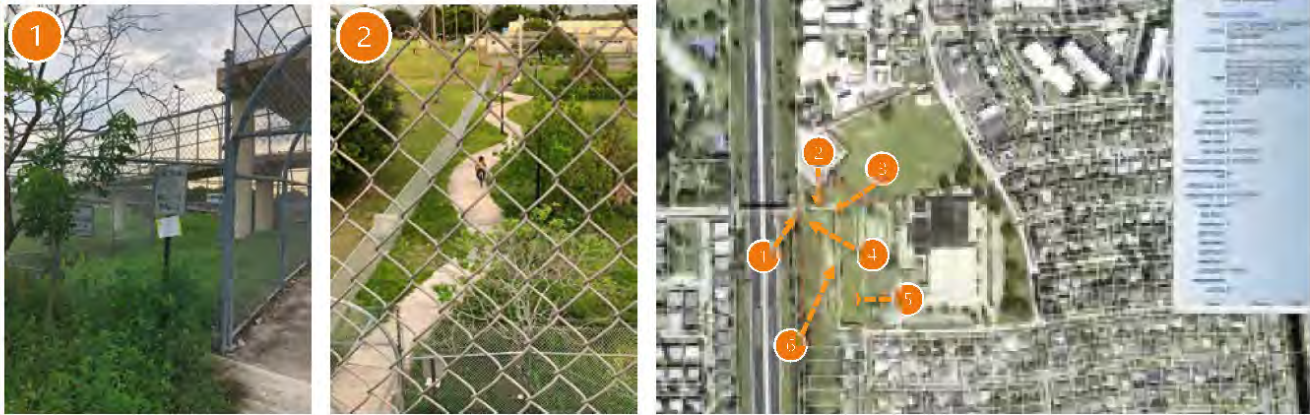
- 1 High School in City*
- 4 High Schools Boundaries*

1. Concerns about walk or bike to school?
2. Staff / students using BCT or Community Shuttles?
3. Issues with crossing over Turnpike? (including to access Nova bus stops)



Lauderhill TMP: Visit to STEM 6-12 Multiuse Path

- 1. Concerns from parents / schools about ped. bridge?
- 2. Concerns about overgrown vegetation or condition of school property / pathway?



Lauderhill TMP: Planned Improvements / Studies

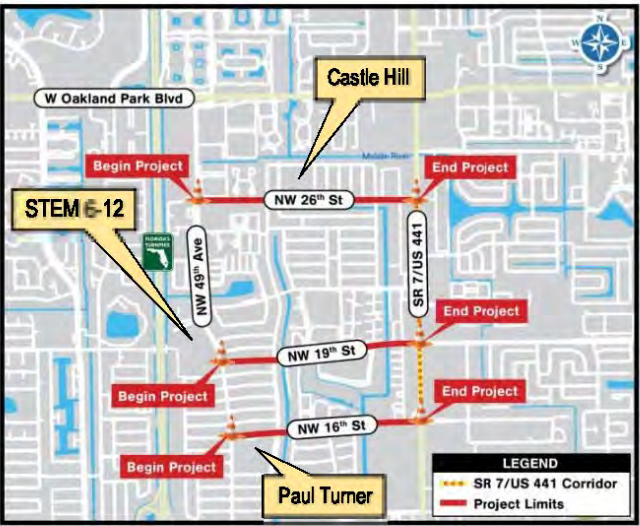


	Roadway	Ownership	Improvement / Study	Status
5	NW 16 St, NW 19 St, & NW 26 St	County & City	Bike / Ped Improvements (with SR7 Improvements)	Construction - 2024

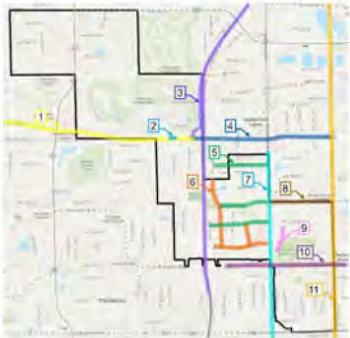
- 1. Is BCPS aware of this project?
- 2. Any concerns about this project? Did schools want more improvements?

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 19th Street from NW 49th Avenue to SR 7/US 441**
- Milling and resurfacing the existing roadway from NW 47th 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 NW 46th Avenue and NW 42nd 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 \(d4fdot.com\)](https://www.flhdm.com/transportation/transportation-projects/laudherhill-tmp/)

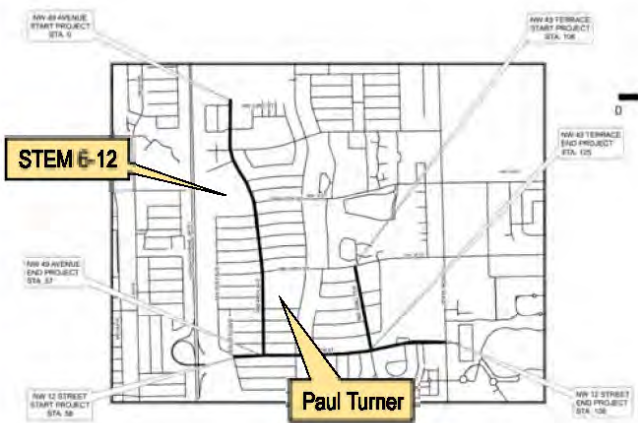


Lauderhill TMP: Planned Improvements / Studies

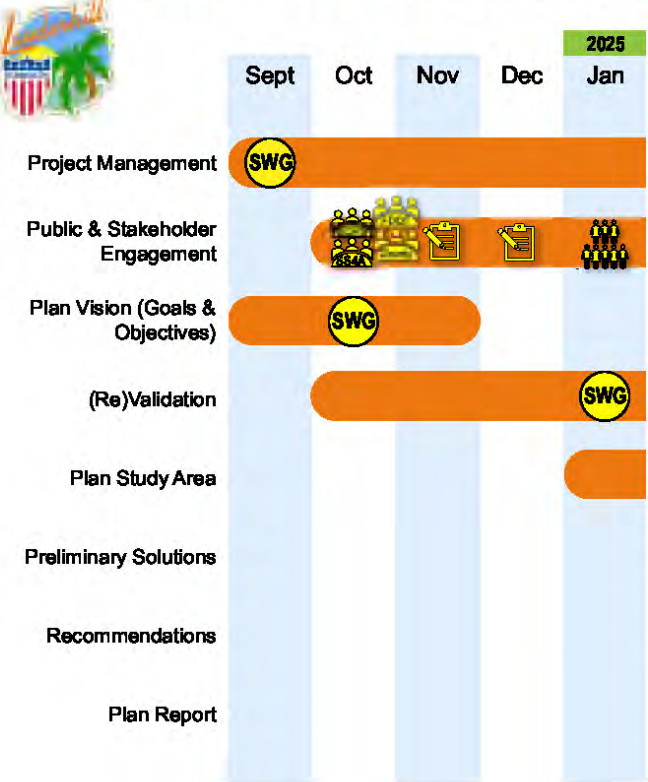


	Roadway	Ownership	Improvement / Study	Status
6	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design - FY 2028

- 1. Is BCPS aware of this project?
- 2. Any concerns about this project? Does schools want more improvements?



Lauderhill TMP: Next Steps



MPO Next Steps

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

Next Steps with Broward Schools

- Provide best contacts at Schools
- Help distribute Survey to Schools (Thank you!)
- January 2025 – Invited to TMP Community Meetings
- March 2025 – Meeting to present Plan Study Area Roadways + Existing Conditions



Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward Schools**
Project Introduction (Additional Slides)

Additional Information / time permitting



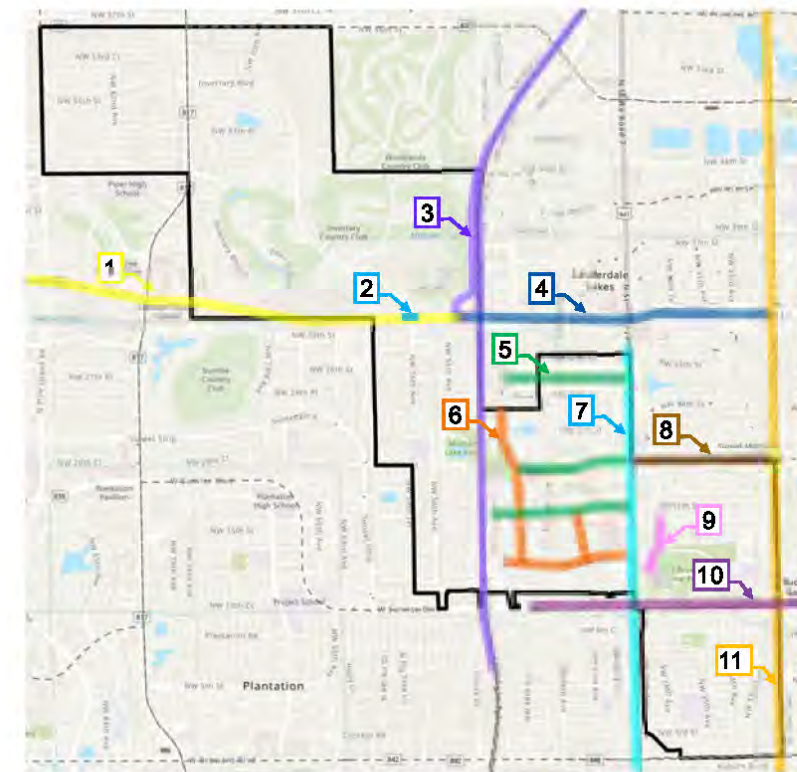
October 29, 2024

BrowardMPO.org



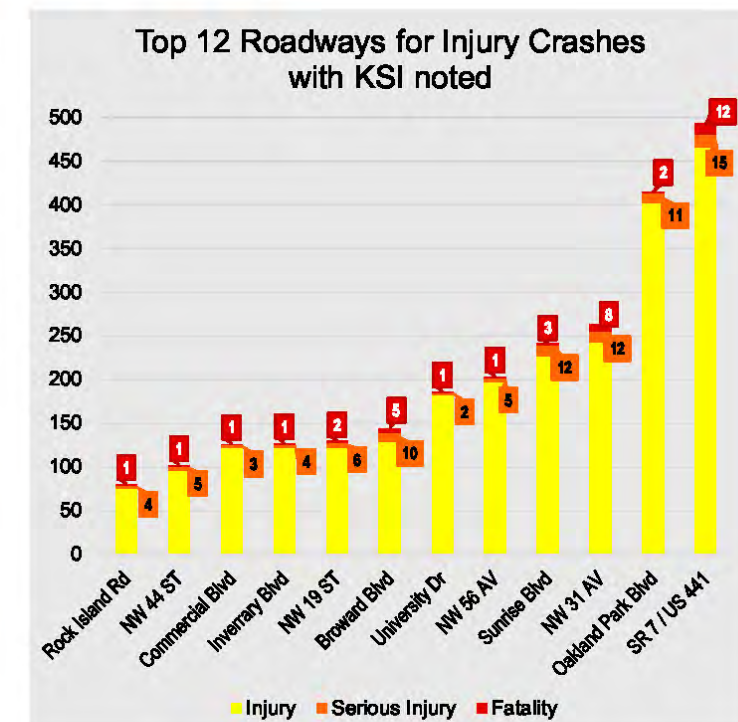
browardmpo.org

Lauderhill TMP: Planned Improvements / Studies

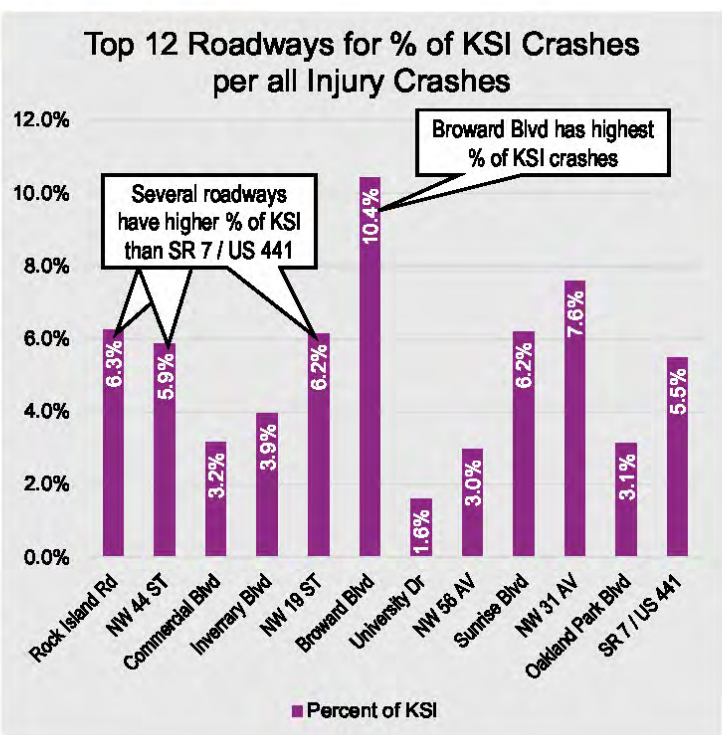


	Roadway	Ownership	Improvement / Study	Status
1	OP Blvd	County & FDOT	PREMO (BRT)	Planning
2	OP Blvd & NW 56 Av	FDOT	Signalization improvements	Design – FY 2025 Const – FY 2028
3	Rock Island Rd & Turnpike	County & FDOT	Rock Island Rd realignment; new Turnpike exchange at Oakland Park Blvd; Turnpike Widening	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)	Construction – 2026 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

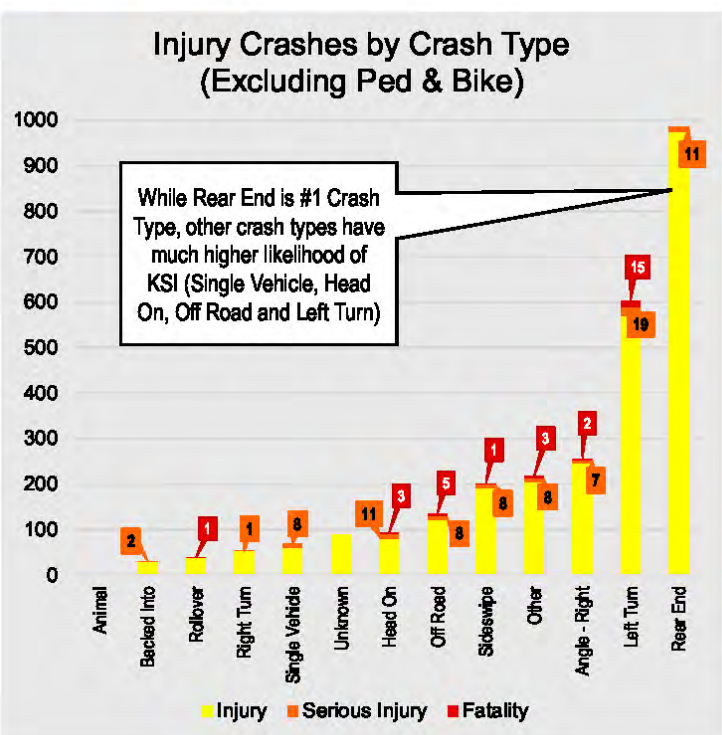
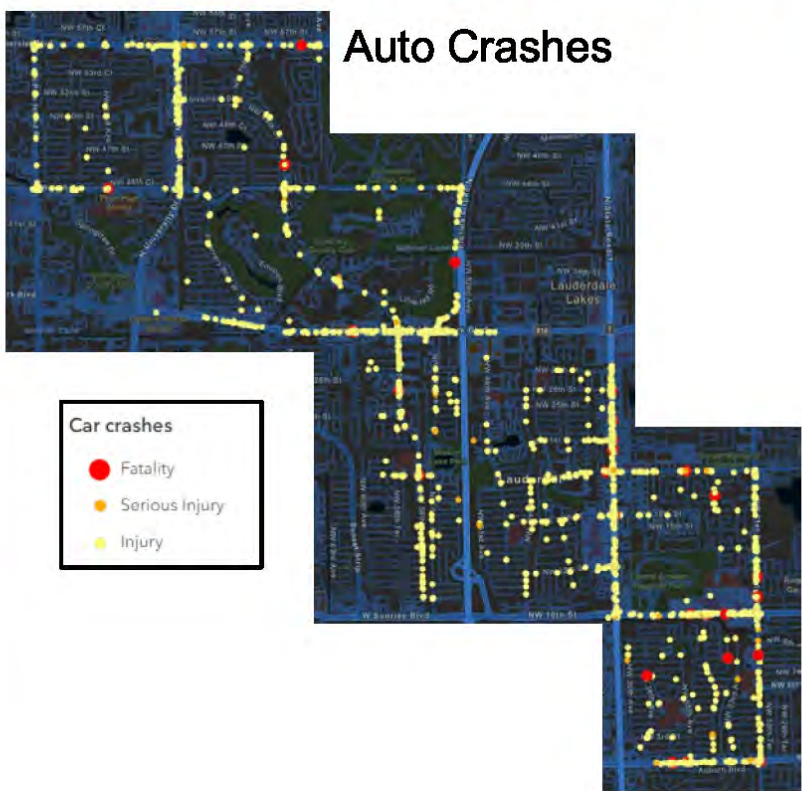
Lauderhill TMP: Injury Crashes (2019 – 2023)



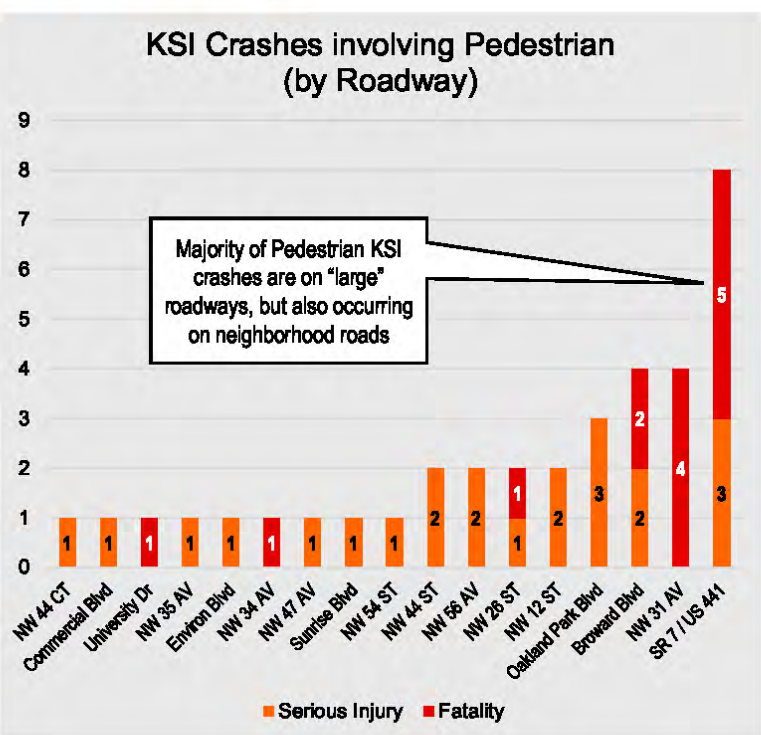
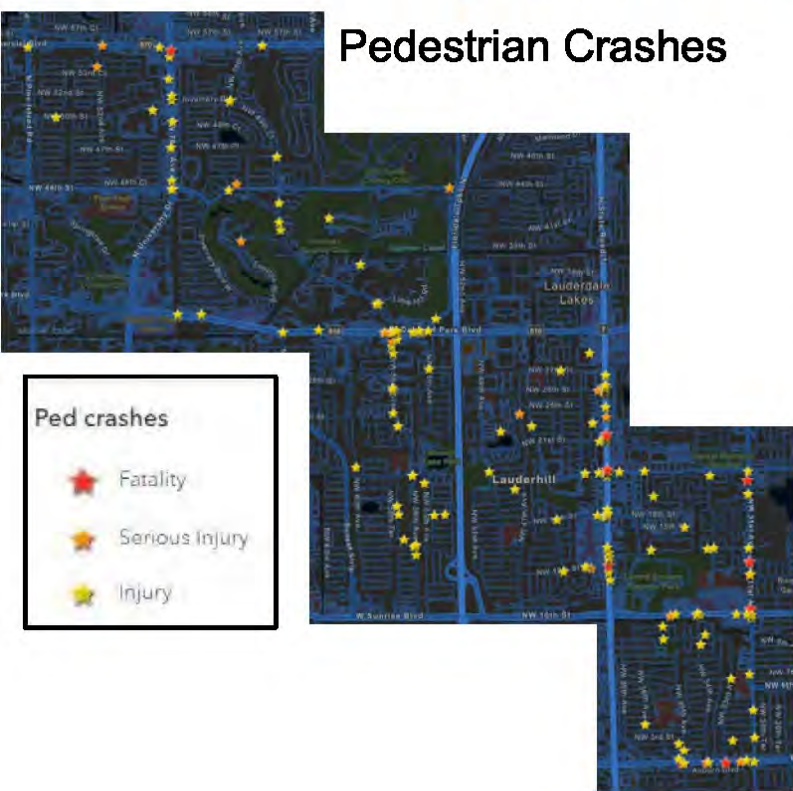
Lauderhill TMP: Injury Crashes (2019 – 2023)



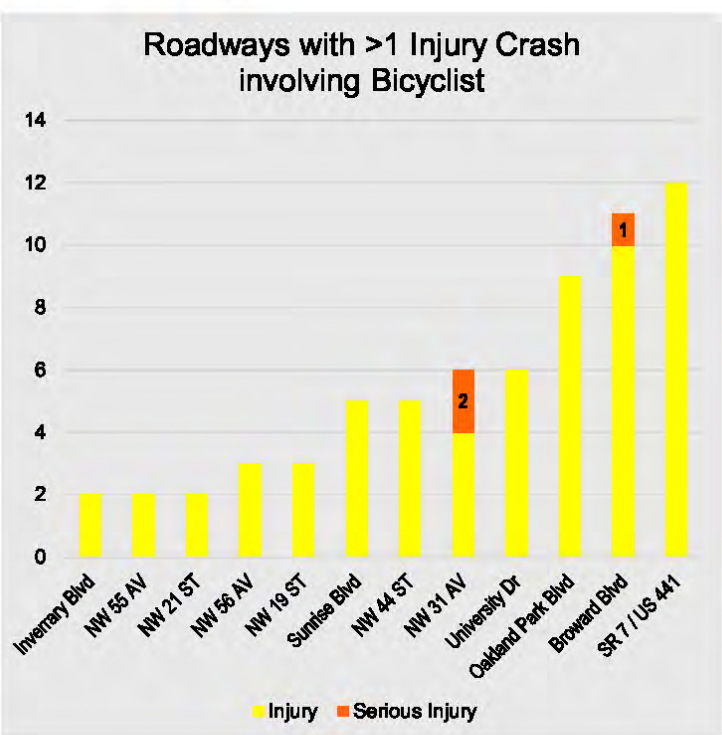
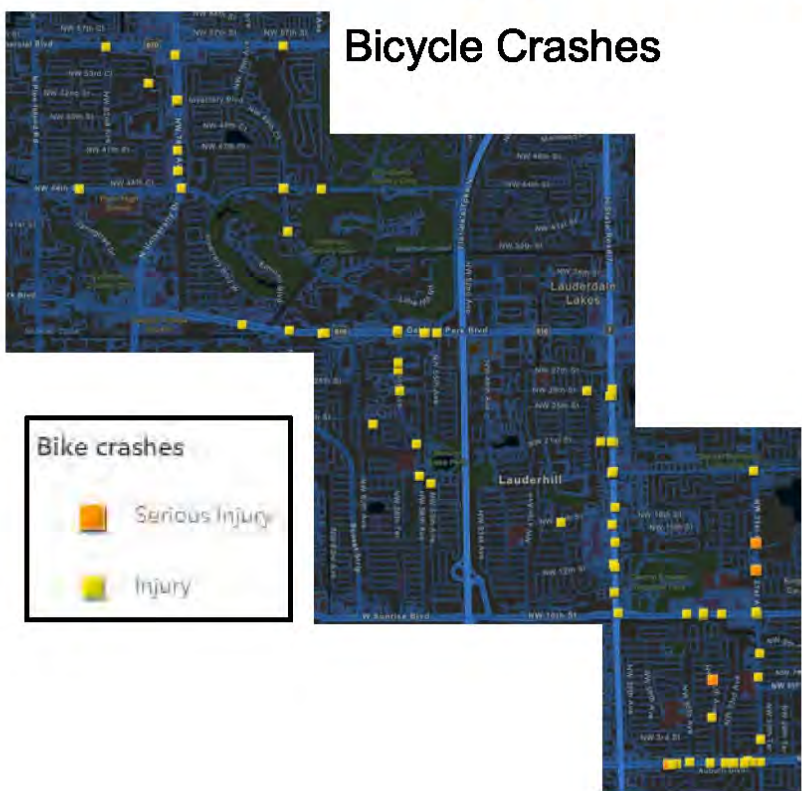
Lauderhill TMP: Injury Crashes (2019 – 2023)



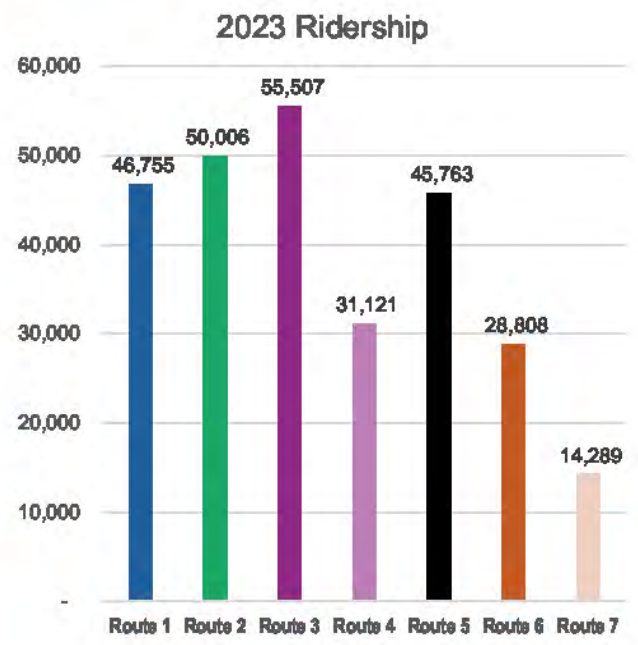
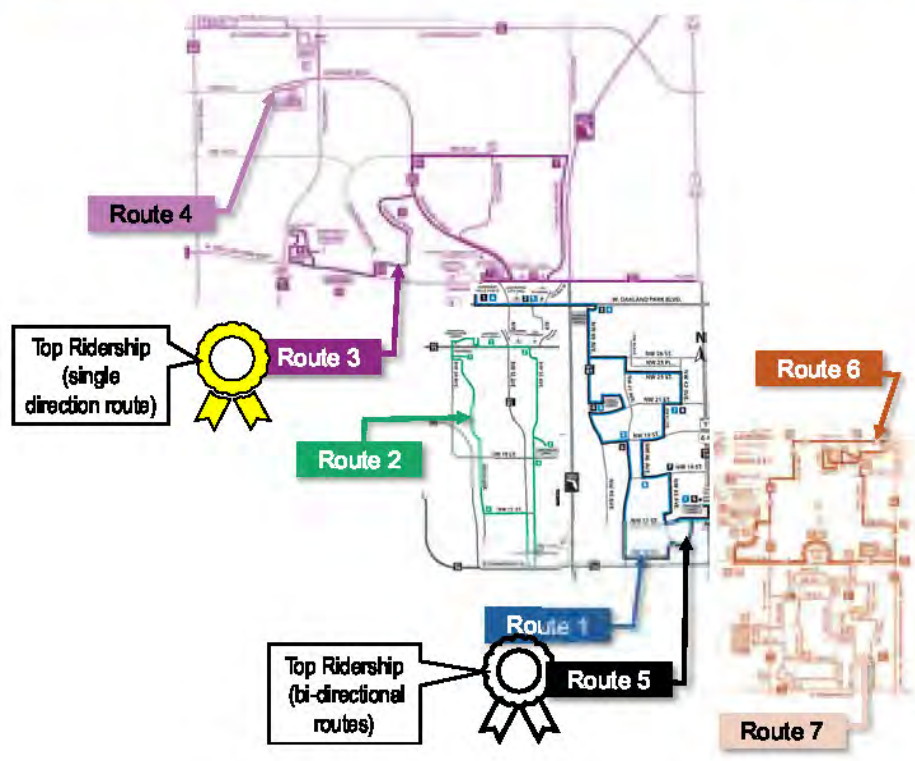
Lauderhill TMP: Injury Crashes (2019 – 2023)



Lauderhill TMP: Injury Crashes (2019 – 2023)

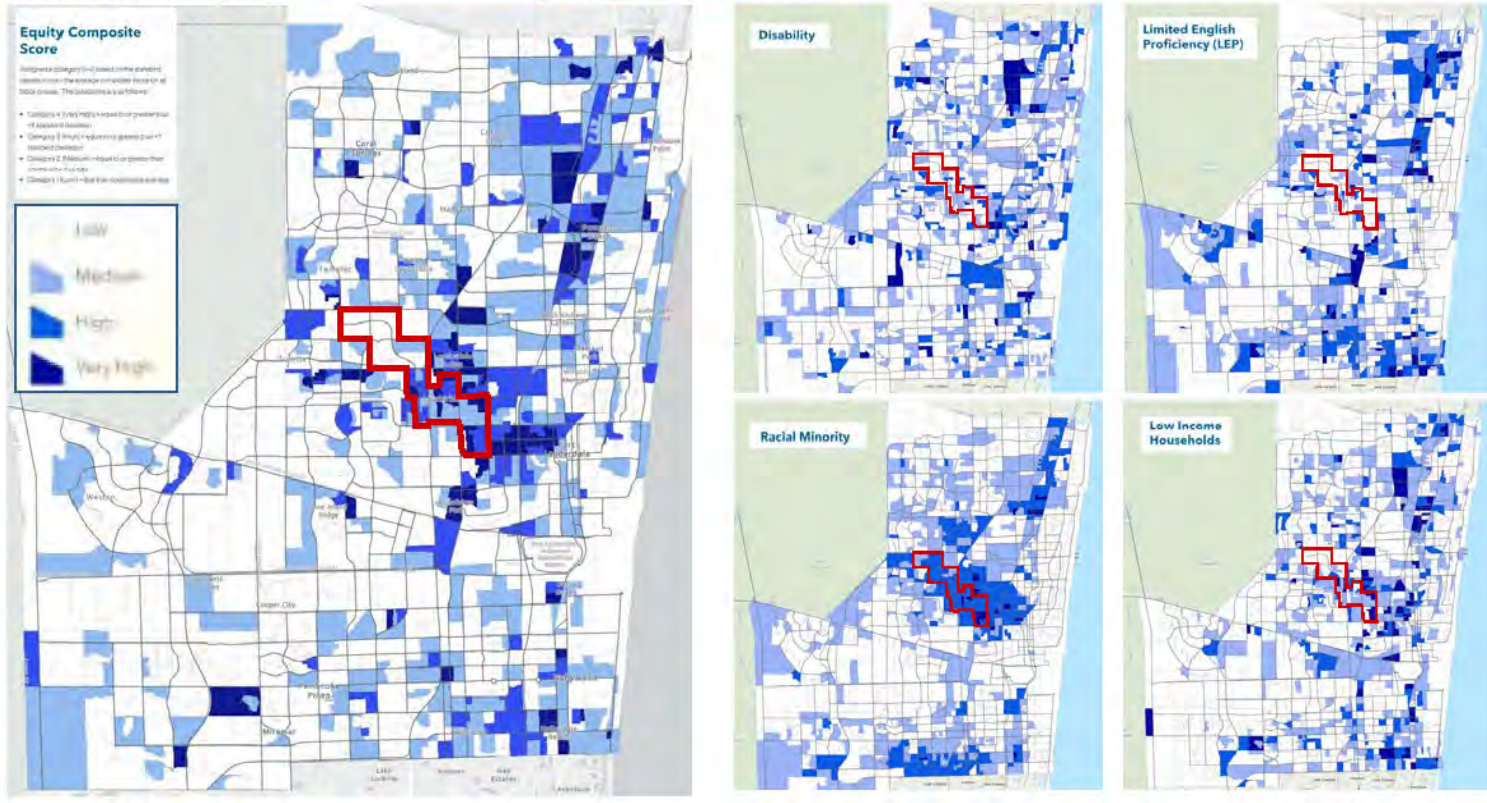


Lauderhill TMP: Community Shuttle Ridership



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.



Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward Schools**
Potential Solutions



May 6, 2025

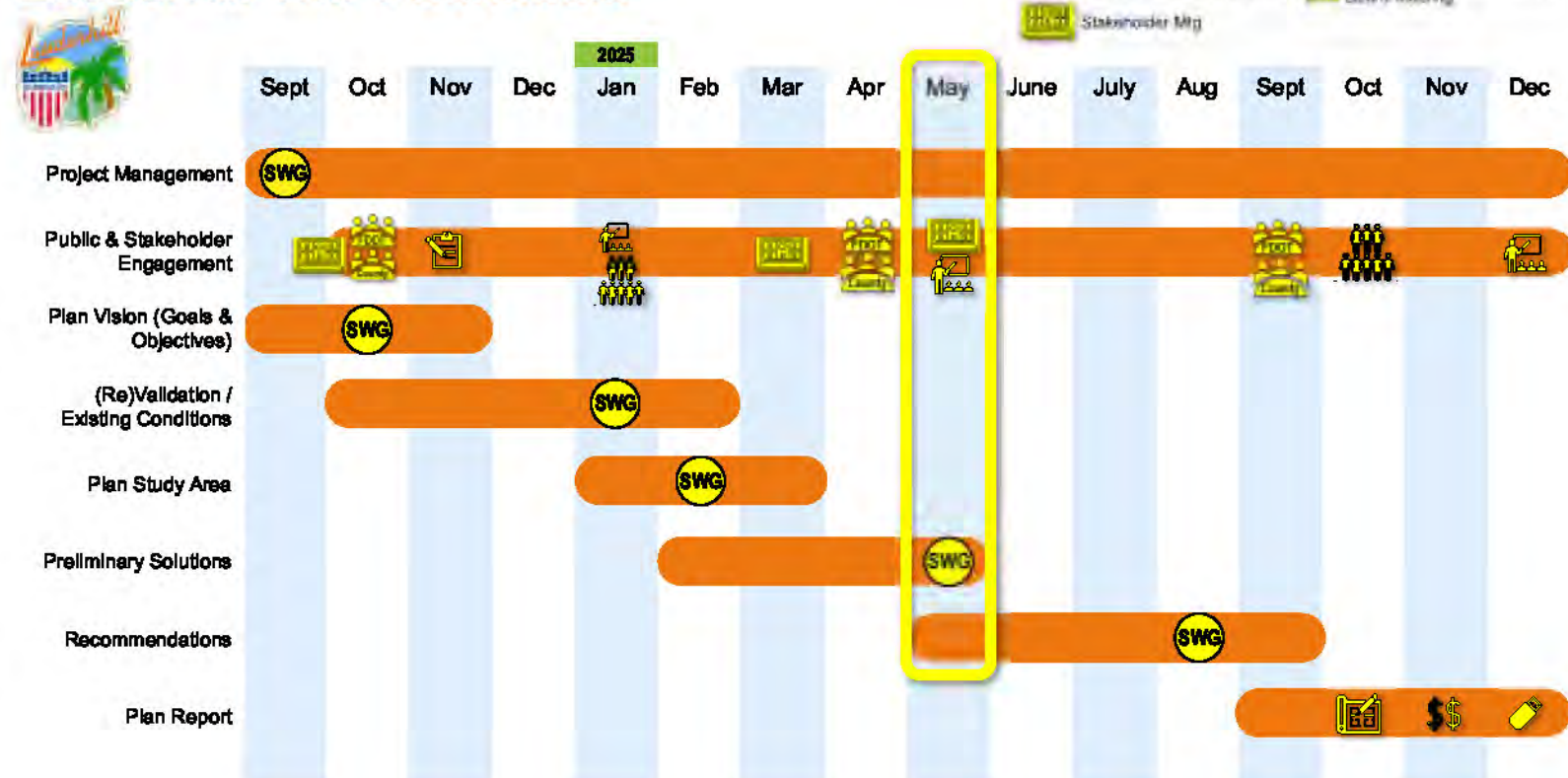
BrowardMPO.org

Agenda

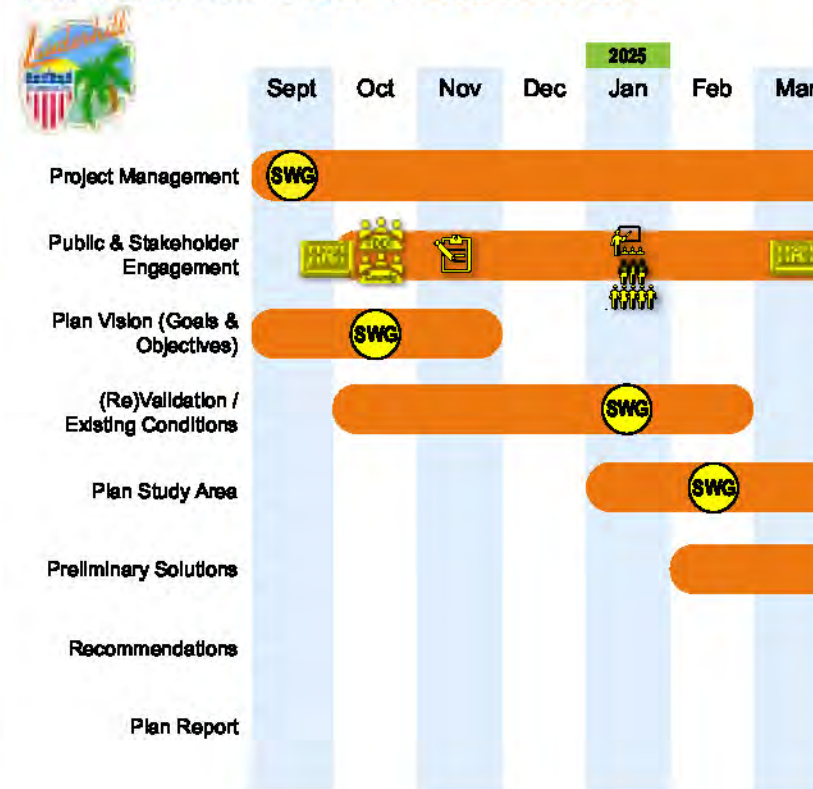
1. **Lauderhill TMP: Schedule**
 - Since we last met
 - Next Steps
2. Vision, Goals, and Objectives
3. Plan Study Area
4. **Discussion: Potential Solutions**
 - Solutions Examples
 - NW 82 Av: Piper HS
 - NW 56 Av: Royal Palm ES and Endeavor PLC
 - NW 19 St to Central Broward Park: STEM 6-12 and Paul Turner ES



Lauderhill TMP: Schedule



Lauderhill TMP: Schedule

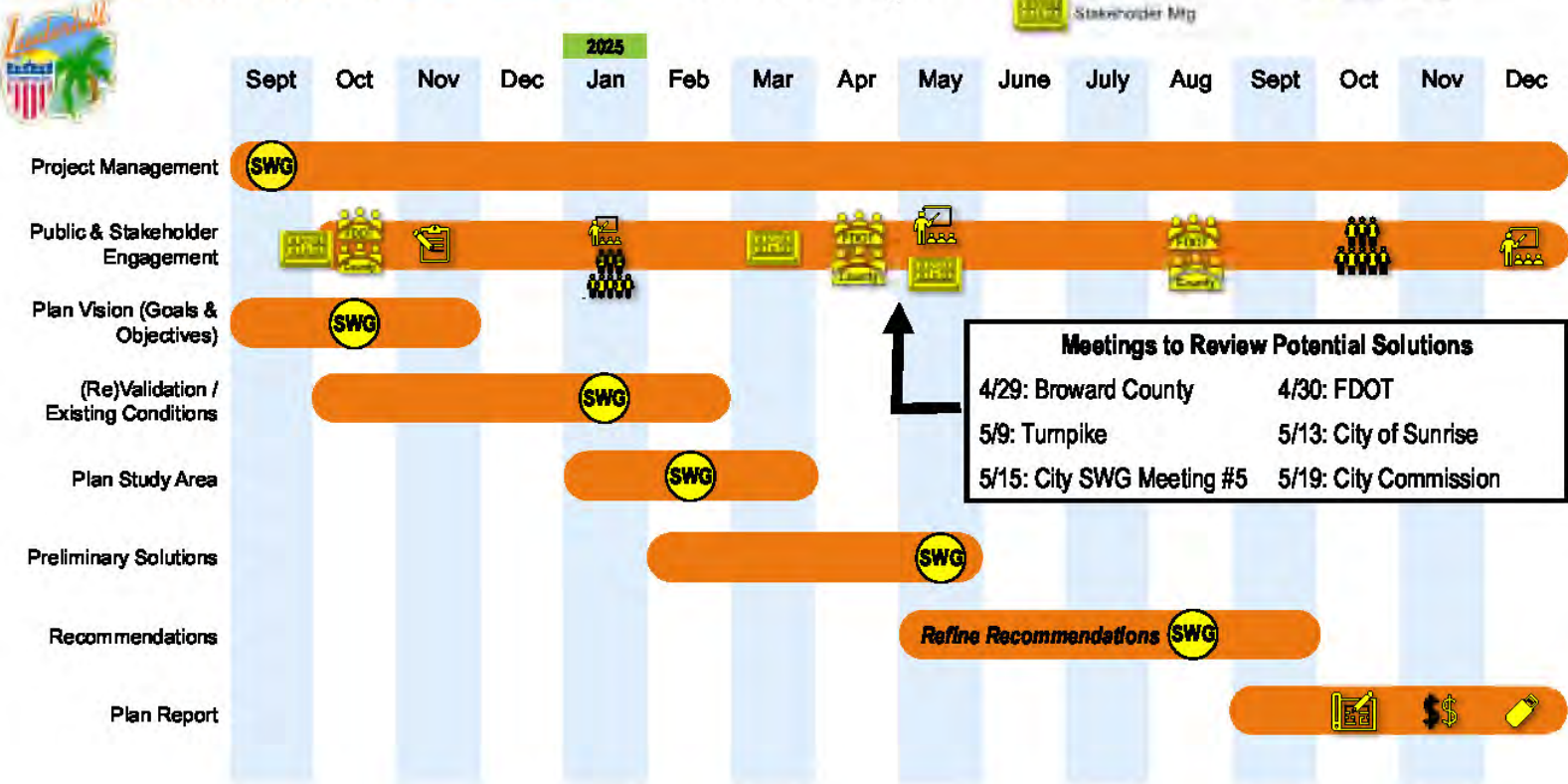


Since we last met...

- ✓ Survey Monkey: [SurveyMonkey - Full Results](#)
- ✓ 3 Community Meetings: [Community Meetings Feedback](#)
- ✓ Presentation to Broward Bicycle and Pedestrian Advisory Committee
- ✓ Citywide Existing Conditions
- ✓ Evaluation Framework
- ✓ Selection of Plan Study Area
- ✓ Field Audits of Plan Study Area
- ✓ 5 – Year Injury Crash Assessment for Plan Study Area
- ✓ Identification of Potential Solutions for Plan Study Area

<https://www.browardmpo.org/plans/city-of-lauderhill>

Lauderhill TMP: Schedule – Next Steps



Lauderhill TMP: Rooted in the Values of Family



Multi generational

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

Community

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

Values

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

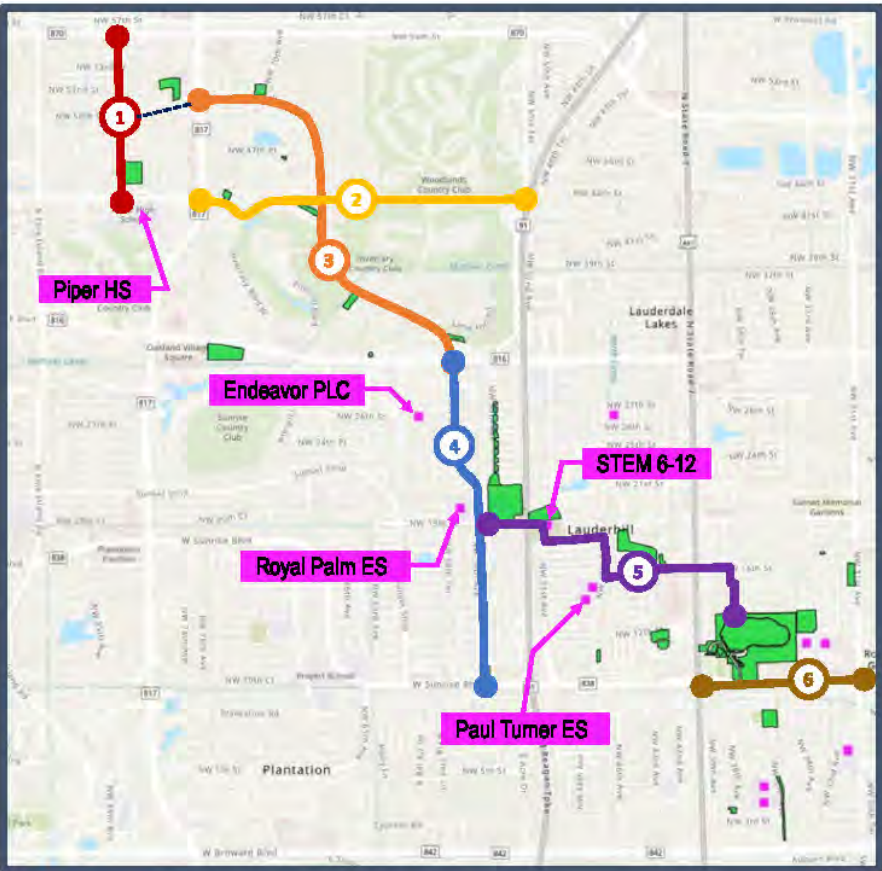
Lauderhill TMP:

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.

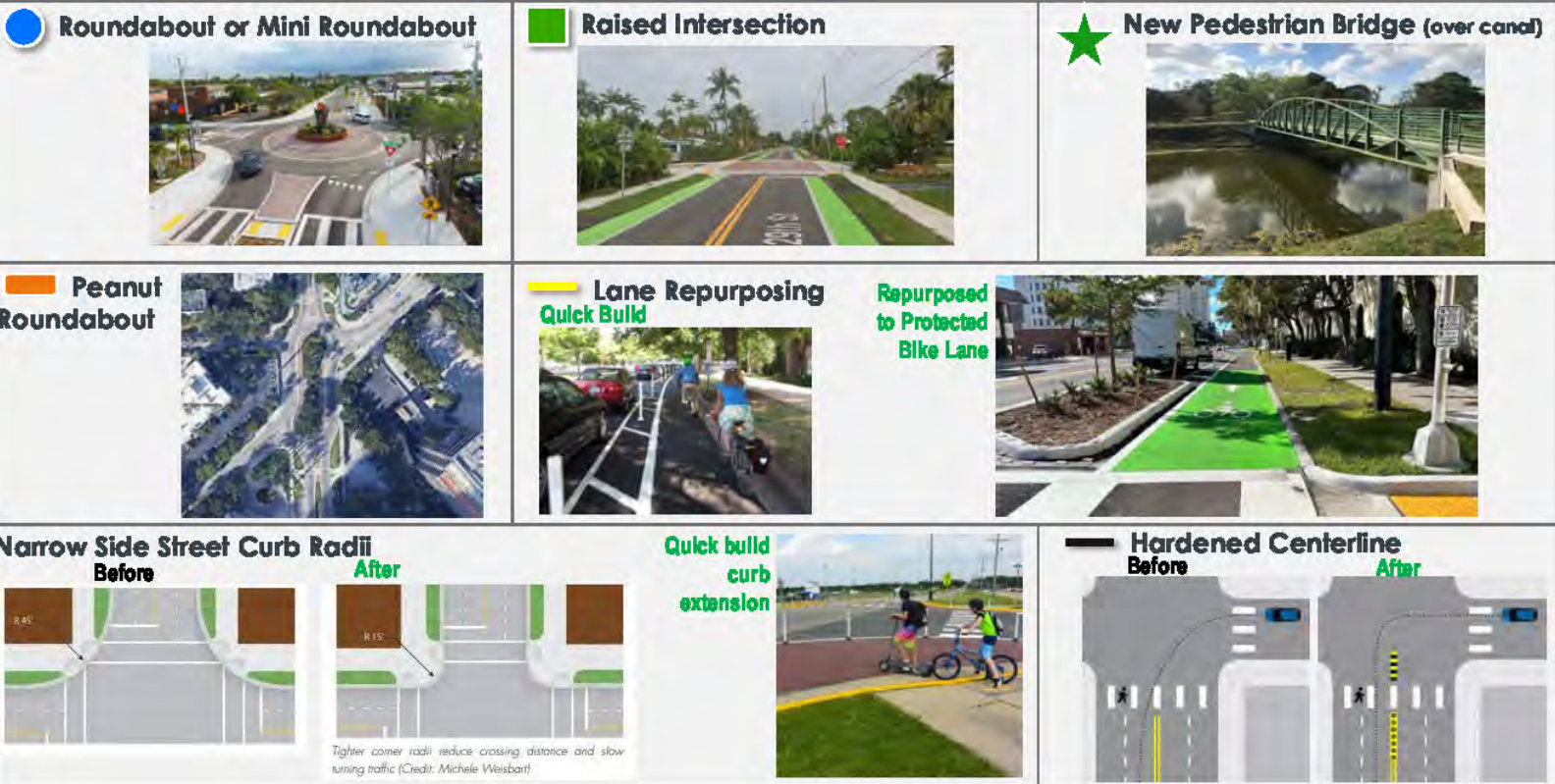
Numerous City parks, public schools, neighborhoods, and essential destinations will be connected, as well as BCT Routes 55, 2, 81, 19, and 36 and all Community Shuttle Routes



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

Protected or Raised Bike Path

Shared Use Path

Striped Bike Lanes

Raised Crosswalk with RRFB

With textured pavement

Sharrows & Wayfinding

Center Lane Median

Quick-Build, with pedestrian refuge

Signalized Midblock Crossing

Lauderhill TMP: Boundary Intersections

Recommendations



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



1 NW 82 Av
Piper HS

NW 82 Av from Commercial Blvd to NW 44 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Commercial Blvd Sunrise: Inter. at NW 44 St (partial)	1 mile	2 Lanes	25 MPH	Local	1	(55)



NW 82 Av: Injury Crashes (2020-2024)

38 Crashes (Injury + KSI)



This table assesses the annual trends for injury crashes, with KSI crashes noted. There was not a significant change in the number of crashes during the 5-year review, with 3 of the 5 years having a KSI crash.

Map of Injury Crashes, by Severity

3/2021 @ 6pm: Fatality
WB to NB LT (no LT signal, turned on green yield) struck WB motorcycle

Map of Injury Crashes Involving Pedestrians or Bicyclists, by Severity

10/2024 @ 7am: Injury
SB to EB LT Vehicle struck K-12 Student walking in crosswalk (had walk signal)

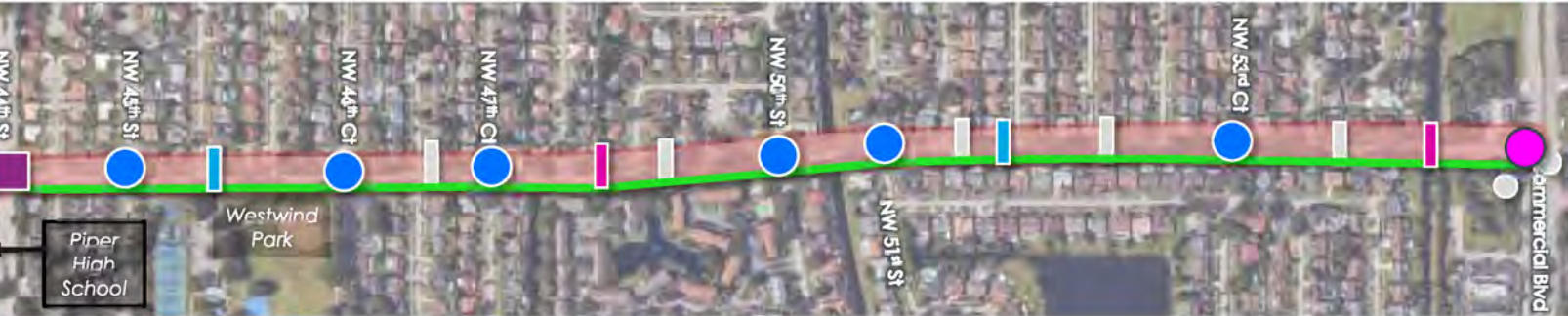
12/2024 @ 8am: Injury K-12 Student on electric scooter struck in crosswalk by SB to WB LT Vehicle

2/2022 @ 9pm: Pedestrian Serious Injury. Ped struck while crossing Commercial Blvd (No marked crosswalk)

32% of Injury Crashes occurred at Night (67% of KSI crashes)

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
- Speed Humps
- Raised Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)
- Roundabout
- All-way Stop Improvements
 - Add conflict stripping, 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
 - Shown on right

NW 82 Av at NW 44 St



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

- 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

- Corridor Wide Strategies**
- Narrow Side Street Curb Radii with Curb Extensions
 - Slows drivers
 - Limits turning conflicts

NW 82 Av at NW 44 St: Recommendations

Recommendations

Existing Conditions

SB to EB LT driver turns while Piper HS Students crossing in east crosswalk

Piper HS Students observed crossing at west end of intersection – no crosswalk



- 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

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

4 NW 56 Av

Endeavor PLC
Royal Palm ES

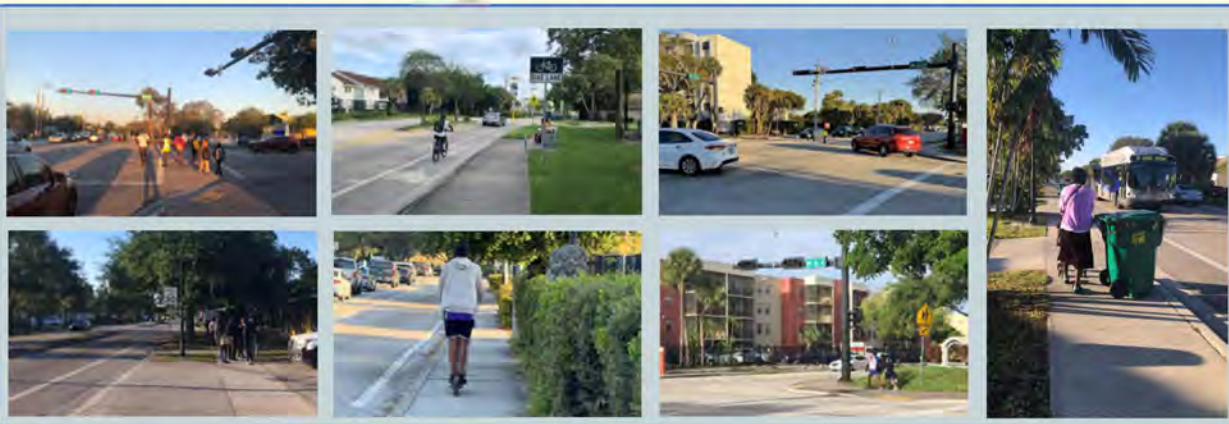


NW 56 Av from Oakland Park Blvd to Sunrise Blvd						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Oakland Park Blvd and Sunrise Blvd	2 miles	4, 3, 2 Lanes	30 MPH	Major Collector / C4 & C3R	5	81 (36, 72)

NW 56 Av: About the Corridor

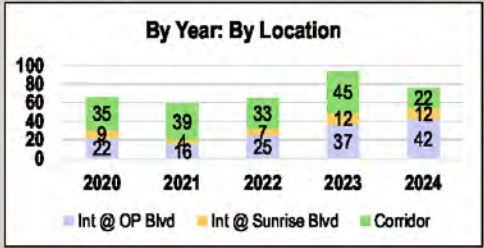
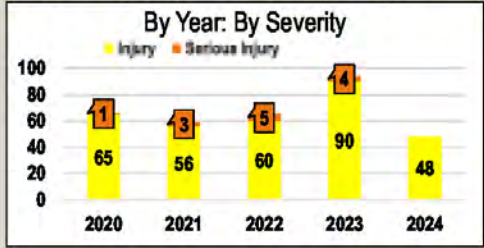


- Kids & Families Corridor**
- NW 56 Av predominantly serves local residential trips including those of children and families going to school or waiting to take transit
 - NW 56 Av may also serve as a cut-through for traffic traveling between Sunrise Blvd and Oakland Park Blvd
 - The corridor serves as a critical connection to City Hall and for residents to commercial uses along Oakland Park Blvd



NW 56 Av: Injury Crashes (2020-2024)

360 Crashes (Injury + KSI)

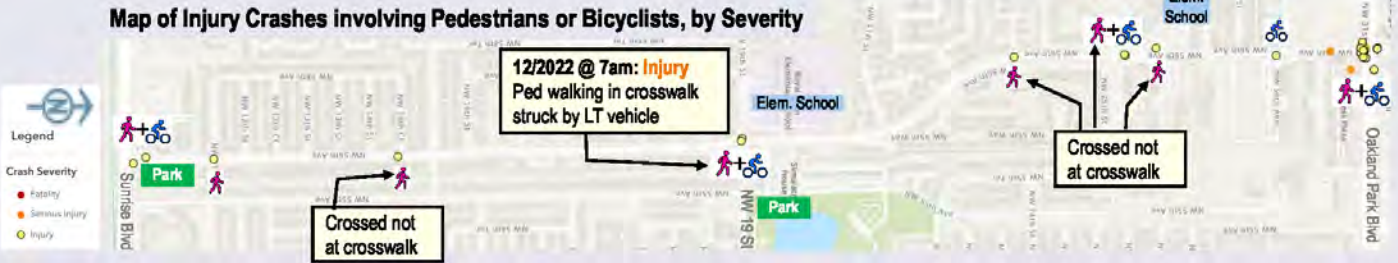


The injury crashes at Oakland Park Blvd have doubled over the past five years, while there has been a decrease in the injury crashes on the corridor (area not including the two arterial intersections).

Map of Injury Crashes, by Severity



Map of Injury Crashes Involving Pedestrians or Bicyclists, by Severity



NW 56 Av: Recommendations

Redesign NW 56 St to reduce vehicle speeds to 25 MPH

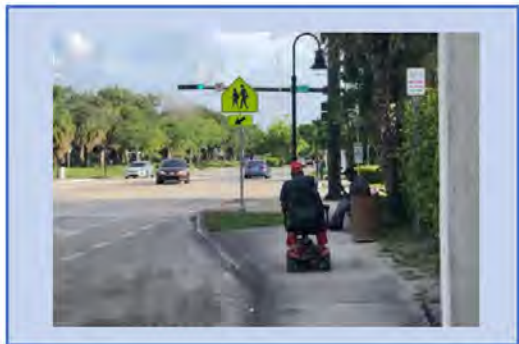


- Roundabout**
 - 3-Lane segment may require Lane Repurposing
- Peanut Roundabout**
- Intersection Improvements**
 - Curb extensions
 - Bike boxes
 - Add median noses and hardened centerlines
- Raised Intersection**
 - Can include RRFBS
- Boundary Intersection Improvements**
 - Alternative options on detailed slide
- Lane Repurposing**
 - Reduce from three to two-lanes
 - See detailed slide
- Protected or Raised Bike Path**
- Raised Crosswalk with RRFB**
- Center Lane Median**
- Convert to Right in / Right out**
- Hardened Centerline**
- Move Bus stop**
 - Utilize right turn lane for Endeavor PS as BCT Bus pull out

Corridor Wide Strategies

Narrow Side Street Curb Radii with Curb Extensions

- Paint Conflict Markings at Intersections and Driveways**
- Limits turning conflicts
 - Alerts people biking and driving to potential for conflict



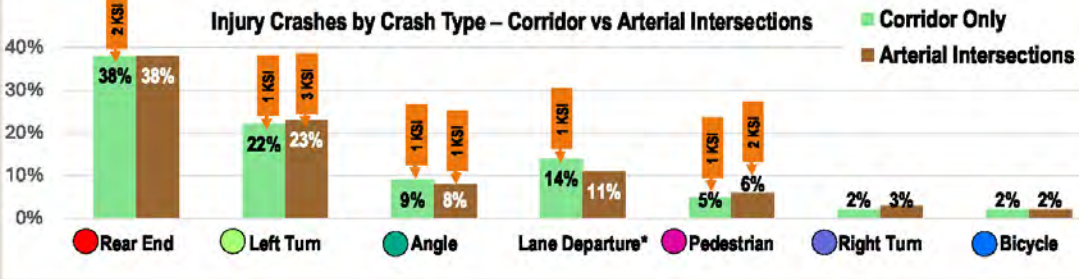
NW 56 Av: Injury Crashes (2020-2024)

360 Crashes (Injury + KSI)

Legend

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover

Map of Injury Crashes, by Crash Type (excluding Unknown or Other)



The proportion of injury crash types are consistent for both the arterial intersections and the corridor. For both locations, over 50% of injury crashes are caused by either a rear end or left turn crash.

NW 56 Av: Lane Repurposing of 3-Lane Segment North of NW 29 St to NW 19 St

Typical Cross Sections

Existing



Proposed



Proposed – 2500 Inverrary Club



Recommendations

- No Quick Build Option**
- Lane Repurposing needed to provide high quality bike facilities with landscaped buffers
- Ensure fire / emergency access so no consistent median; median islands may be feasible
- Combine with traffic calming treatments to eliminate turn lane and better facilitate turns like roundabouts, raised intersections, and raised crossings
- Right turn lane required at gate for 2500 Inverrary Club

NW 56 Av: NW 19 St (Discussion)

Recommendations



For Discussion:

- Can turn lanes be removed to reduce conflicts, increase walking comfort and accommodate treatments



Walking Improvements

- Intersection could be a roundabout but due to high pedestrian activity, may not be the best solution due to school access
- Implement lead pedestrian interval
- Restripe or stripe crosswalks at all legs of the intersection
- Upgrade to directional curb ramps and tactical striping where missing
- Install curb extensions to reduce curb radii to slow drives and reduce pedestrian crossing distance
- Construct median refuge islands if space allows
- Add leading pedestrian intervals

Biking Improvements

- If buffered bike lanes are installed, bike boxes can help improve bike visibility and comfort
- If separated bike lanes are selected, a protected intersection should be considered
- Add conflict point

Addressing Left Turns

- Implement protected left turn signal phase
- Utilize hardened centerline to guide left turning drivers

Protected Intersection



Bike Boxes



5

NW 19 St to Central Broward Park

Royal Palm ES
STEM 6-12
Paul Turner ES

From NW 19 St @ NW 56 Av to Central Broward Park via NW 16 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Ped Bridge over Turnpike and Inter. at US 441 Broward Schools: Shared Use Path	2 miles	2 Lanes 4 on NW 16 St	25 MPH	Local & Major Collector / C4 & C3R	2	36, 40, 81 (19)



NW 19 St to Central Broward Park: About the Corridor



Commercial/Retail or Services Accessible or Near Corridor



One Corridor—Different Needs

- West of NW 43 Av, the corridor is made up of local streets predominantly serving as access to residential homes and for kids and families to travel to school or to the Boys & Girls Club
- East of NW 43 Av, the corridor serves both local trips but also regional car trips to the commercial business that line N State Road 7 but have access points along NW 16 St



NW 19 St to Central Broward Park: Recommendations

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



- Speed Humps
- Raised Crosswalk with RRFB
- Striped Bike Lanes
 - Keeps people biking out of the way of transit
- Protected or Raised Bike Path
- Add Sharrows & Wayfinding
- Convert to Right in / Right out
- Remove Access Point
- Improvements to Pedestrian Bridge
 - Alternative options on detailed slide

- Roundabout
- Peanut Roundabout
- Intersection Improvements
 - Alternative options on detailed slide
- Raised Intersection
 - Can include RRFBs
- Boundary Intersection Improvements
 - Alternative options on detailed slide

Corridor Wide Strategies

- Narrow Side Street Curb Radii with Curb Extensions
- Paint Conflict Markings at Intersections and Driveways
 - Limits turning conflicts
 - Alerts people biking and driving to potential for conflict
- Rebuild Roads
 - Rebuild roads to urban standard that include curb and gutters



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



AGENDA
BROWARD COUNTY BICYCLING AND PEDESTRIAN ADVISORY
COMMITTEE (BPAC) MEETING

WEDNESDAY, March 12, 2025 – 6:30 PM

BROWARD COUNTY GOVERNMENTAL CENTER WEST
1 NORTH UNIVERSITY DRIVE, PLANTATION, FL 33324

- I. CALL TO ORDER
- II. ROLL CALL
- III. INTRODUCTION OF VISITORS
- IV. APPROVAL OF MINUTES – January 8, 2025
- V. NEW BUSINESS
 - 1. PRESENTATION – Providing Technical Assistance for the Lauderhill Transportation Master Plan – *Karen Friedman, Senior Transportation Planner, Broward Metropolitan Planning Organization (BMPO)*
 - 2. PRESENTATION – District 4 Bicycle/Pedestrian Master Plan - *Michael Melendez, P.E., In-house Consultant to FDOT D4, CTS Engineering, Inc*
- VI. AGENCY UPDATES – *Multimodal Representative FDOT D4*
- VII. STAFF REPORT – *Sara Forelle, AICP*
- VIII. COMMITTEE MEMBER UPDATES
 - Complete Streets Team Report
 - Chair & Member Updates
- IX. PUBLIC COMMENT
- X. **ADJOURN**

**** Next Meeting: Wednesday, May 14, 2025 at 6:30 PM****

BPAC Purpose: ⚙️ Review Broward County road construction projects at their planning and design stages for the possible inclusion and/or placement of bikeway systems. ⚙️ Recommend prospective locations of future bikeways. ⚙️ Study, pursue, solicit and encourage public and private funding for bicycle and pedestrian facilities projects. ⚙️ Compile and provide educational and informational material. ⚙️ Seek public input to determine community desires and priorities regarding bicycle and pedestrian facilities. ⚙️ Develop programs to encourage bicycling and walking throughout Broward County. ⚙️ Submit to the Commission an annual report and proposed budget. ⚙️ Review pedestrian concerns.



Transportation Master Plan



Presentation to the BPAC: 3/12/2026

Agenda

1. Introduction: Broward MPO
2. Lauderhill Transportation Master Plan
3. Project Schedule
4. **Milestones:**
 - ✓ TMP Vision
 - ✓ Community Engagement
 - ✓ Existing Conditions
 - ✓ Plan Study Area Map
5. Next Steps



<https://www.browardmpo.org/plans/city-of-lauderhill>

Introduction: Broward MPO

WHO IS THE BROWARD METROPOLITAN PLANNING ORGANIZATION?

The Broward Metropolitan Planning Organization (MPO) is a dynamic public agency who's main job is to plan and coordinate transportation projects and programs in Broward County. Think of it like a group of people comprised of your elected officials, and the local community who come together to figure out the best ways to improve how people and goods move safely around your region. This could include improving roads, planning new transit routes, setting up bike lanes, adding sidewalks, improving access to ports and airports, or managing traffic. The Broward MPO helps to ensure that any money spent on transportation in Broward County is used efficiently and effectively.

They also collaborate with the public and other stakeholders to make sure the decisions they make are in line with what the community wants and needs.



WHAT'S IN IT FOR YOU?

An efficient, well planned, and funded transportation system makes a Better Broward for you, your family, friends, and colleagues. Whether you live, work, or play in Broward, the MPO plays a critical role in improving the quality of life within a community.

BE PART OF BROWARD'S FUTURE & GET INVOLVED

Ask questions and send us your comments by visiting our website BrowardMPO.org or by emailing us at info@browardmpo.org.

- Broward MPO's **City Services** team offers technical assistance directly to local governments to develop Transportation Plans.
 - ✓ Establishing planning goals
 - ✓ Assessing needs
 - ✓ Evaluating options
 - ✓ Engaging with stakeholders
 - ✓ Developing project planning concepts
 - ✓ Preparation of planning-level cost estimates.
- Since January September 2024, Broward MPO has been providing technical assistance to the **City of Lauderhill** with the development of a **Transportation Master Plan (TMP)**.
- Broward MPO Project Manager is Karen Friedman

Halloween Safety Day - 10/25/2024



Safety Audit of NW 19 St - 9/26/2024



Lauderhill Transportation Master Plan: The Basics....

What is the goal of the Lauderhill Transportation Master Plan ("TMP")?

The TMP will identify transportation facilities that improve safety, comfort, and convenience for pedestrians, bicyclists, transit riders, and automobile users. The TMP is not intended to manage traffic congestion.

What type of recommendations will the Plan have?

The Plan's recommendations will be based on best practices and *may* include wide sidewalks or shared-use paths, dedicated bicycle facilities, improved crosswalks, roundabouts, landscaped medians, bus shelters, street lighting, intersection safety features, and other speed management and safety countermeasures.

When will the Plan be complete?

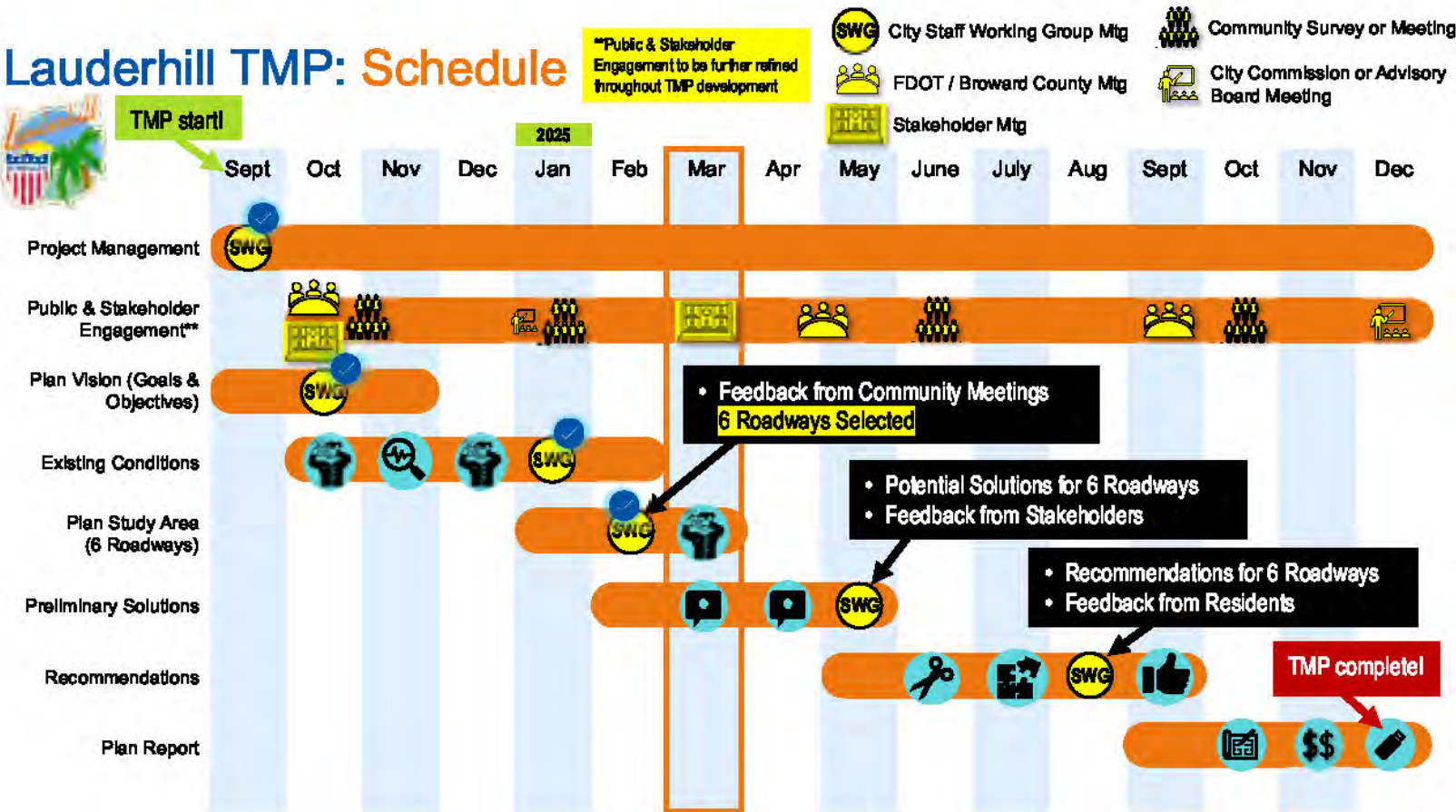
The Plan should be completed by December 2025

Where will the projects be located?

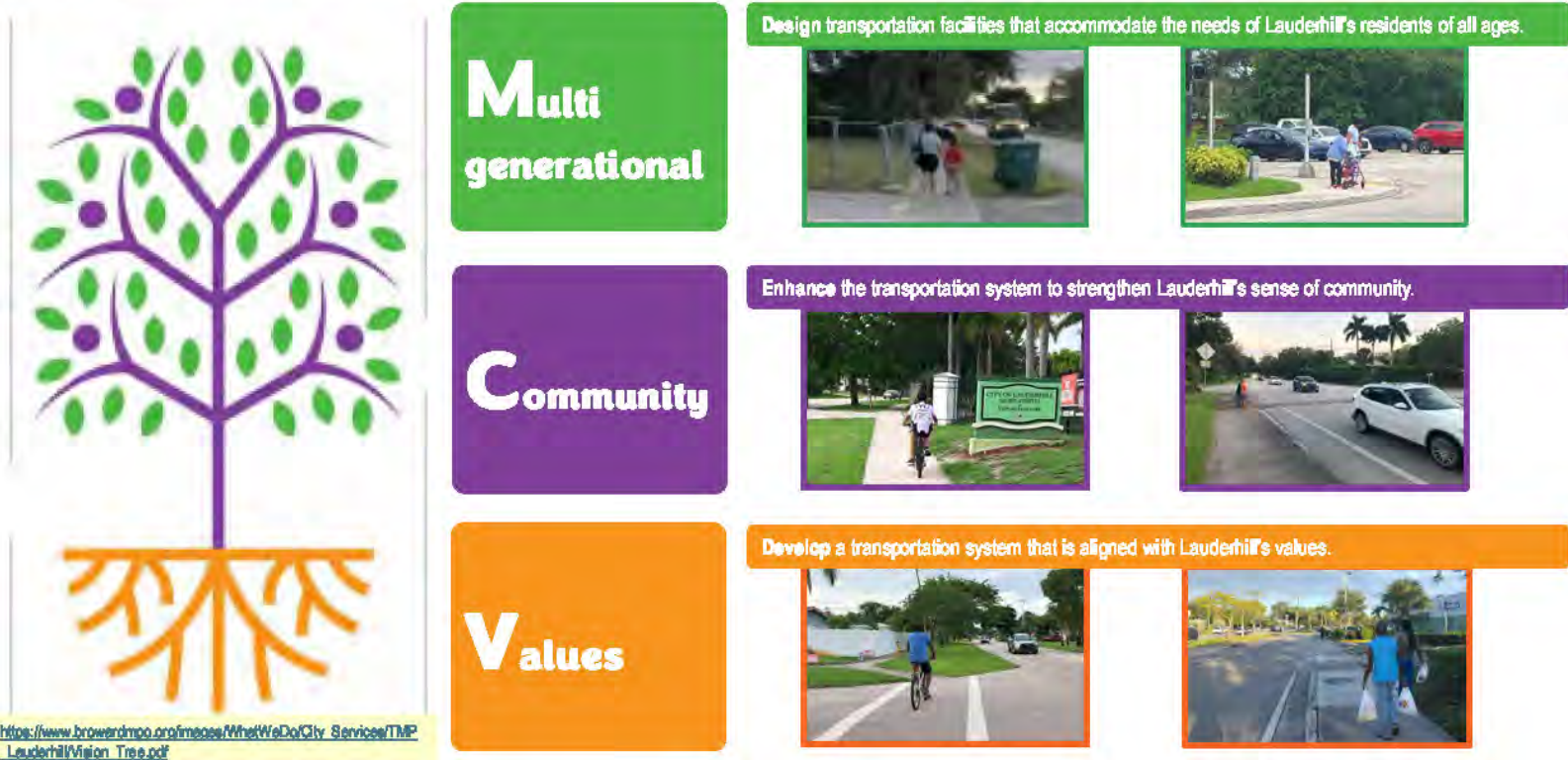
The Plan will identify recommendations for six (6) roadways in the City. The roadways will be selected by City Staff and can include roadways owned by the state, county, or city, including neighborhood roads.



Lauderhill TMP: Schedule

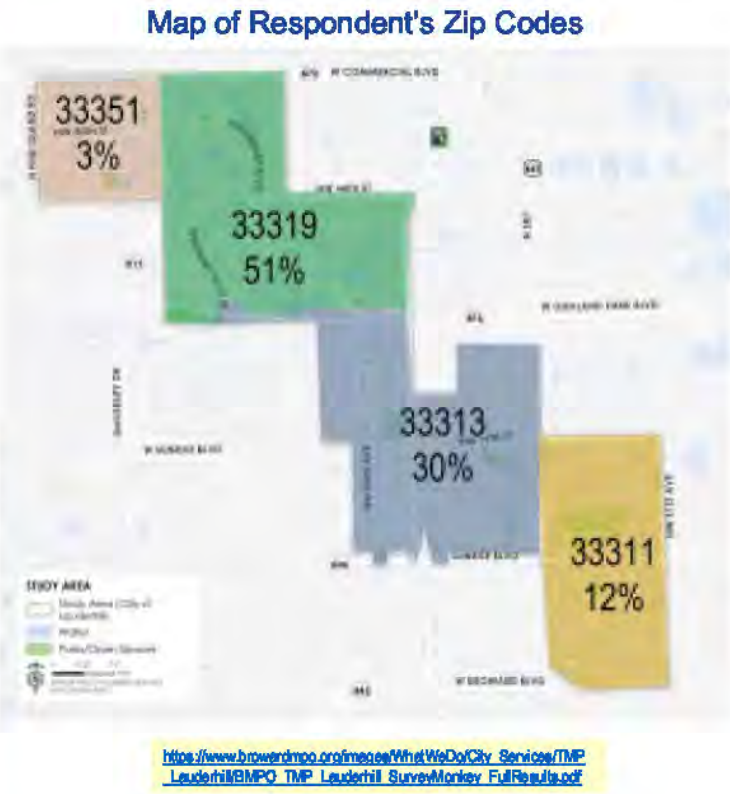
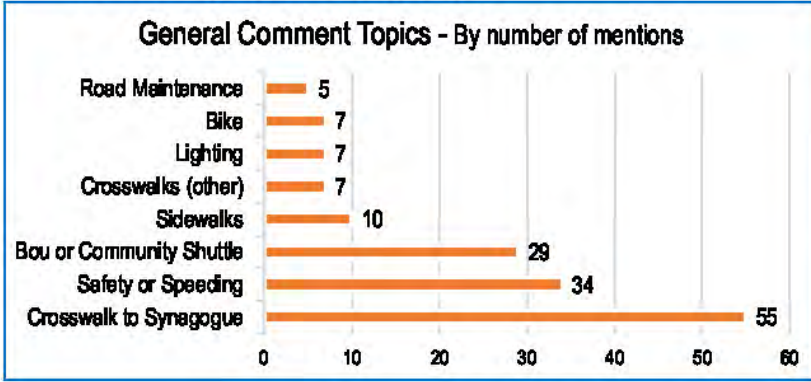


Lauderhill TMP: Vision - Rooted in the Values of Family

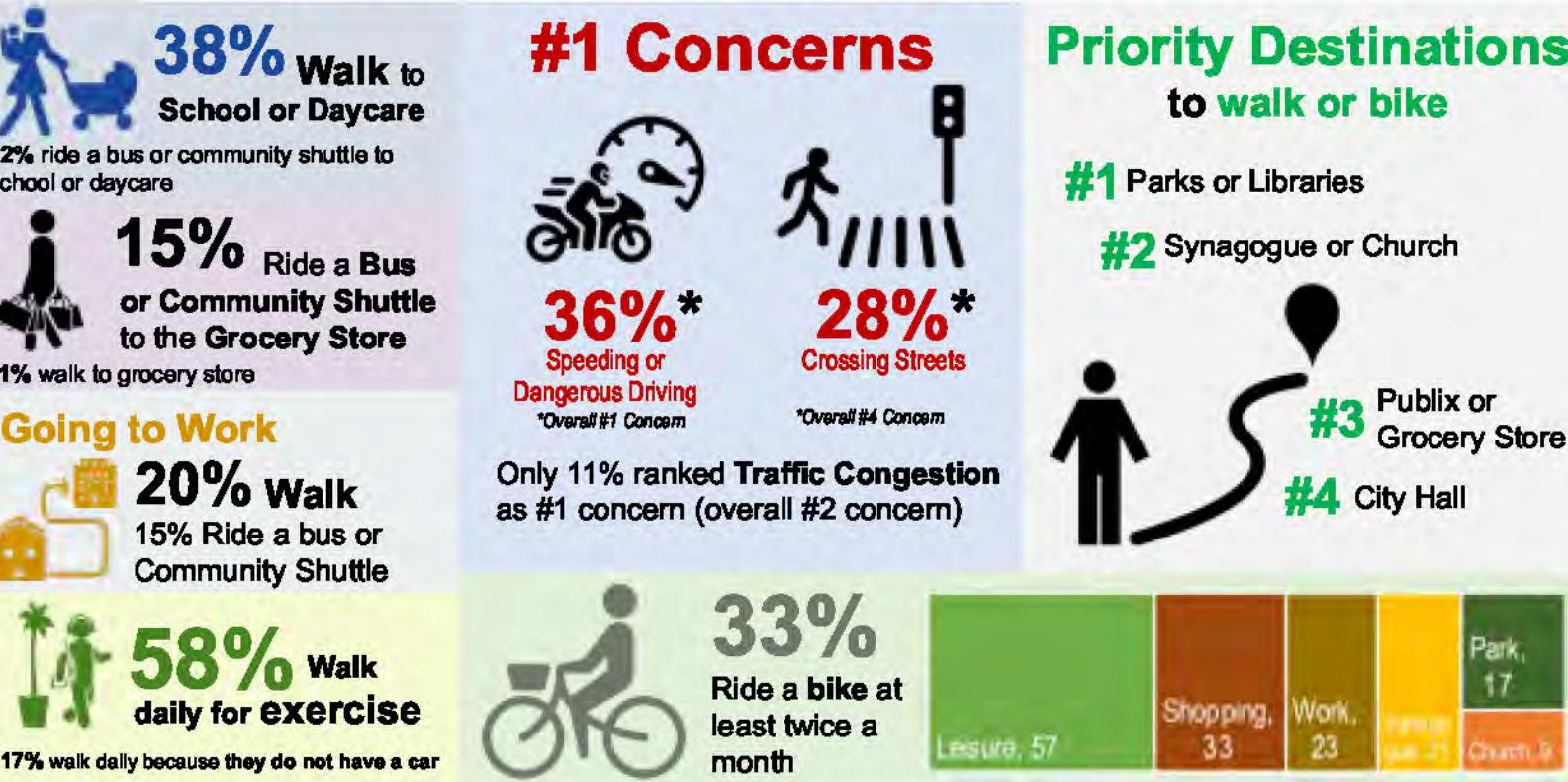


Lauderhill TMP: Survey Monkey

- 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

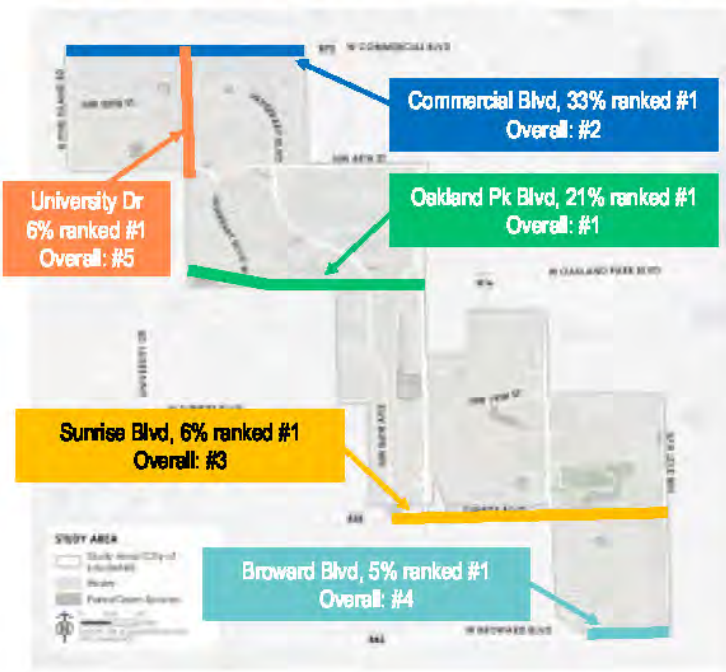


Lauderhill TMP: SurveyMonkey – Highlights

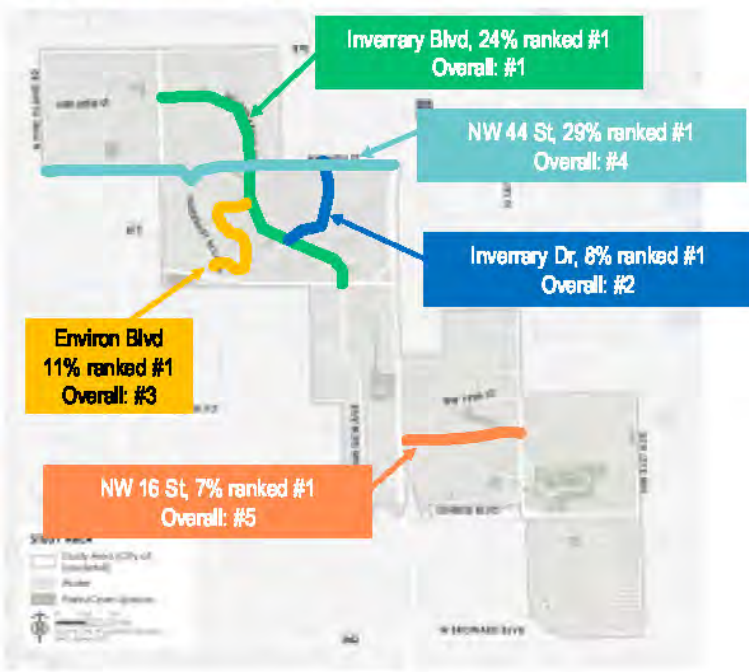


Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

Regional Roadways Prioritized for Walkability



Local Roadways Prioritized for Walkability



Lauderhill TMP: Public Engagement – Community Meetings

COMMUNITY MEETINGS

Join us to share your suggestions for Lauderdale's Transportation and Parks & Recreation Master Plans.

Jan 9 | 7pm | West Ken Lark Park

Jan 14 | 6pm | Veteran's Park

Jan 28 | 6pm | Lauderdale City Hall



Lauderhill TMP: Citywide Existing Conditions

- 1. 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
- 2. 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
- 3. Biking in Lauderdale**
 - Network
 - Level of Traffic Stress map series
 - Comfortable Bike Access map series
 - Biking in Lauderdale observations
- 4. Walking in Lauderdale**
 - Network
 - Level of Traffic Stress map series
 - Comfortable Walk Access map series
 - Walking in Lauderdale observations
- 5. Transit in Lauderdale**
 - Network
 - Community Shuttle Map
 - PREMO Map
- 6. Safety Trends**
 - Crashes Map
 - Injury Crash Trends series
 - Crashes involving people walking and Biking
 - Ped & Bike Injury Crash Trends
- 7. Conclusions**
 - High Stress Roads and Intersections
 - Lack of Citywide Walking and Biking Corridors
 - Challenging Transit Access
 - Neighborhood Gaps
 - Summary of Opportunities

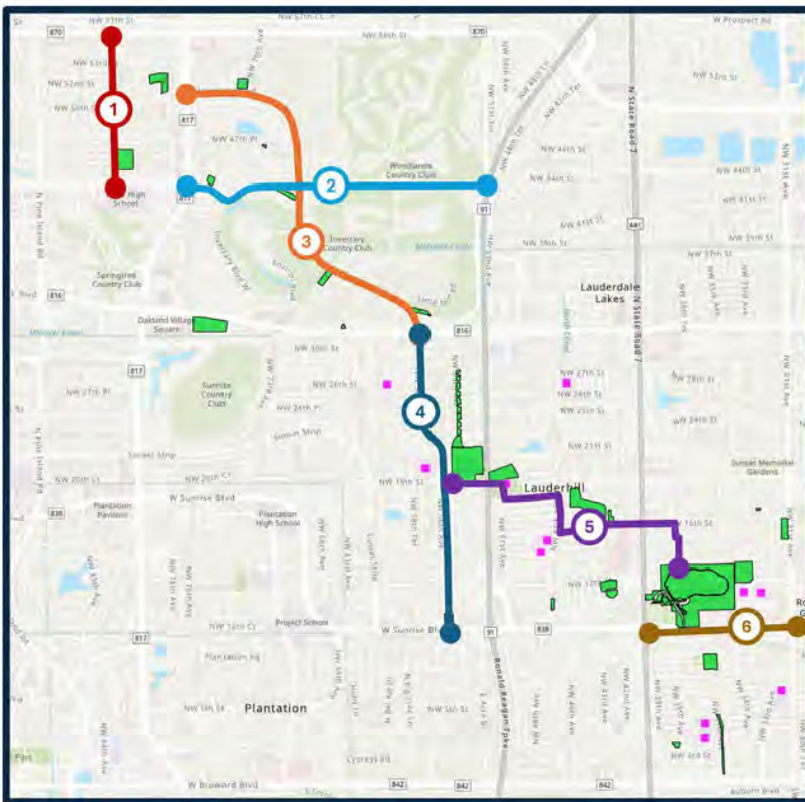
Lauderhill TMP: Plan Study Area

The Plan Study Area are the six roadways that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates).

The Lauderdale TMP Plan Study Area is comprised of six roadways, primarily city-owned, that are considered critical for multimodal improvements. The transportation projects will improve roadway safety and citywide connectivity, consistent with best practices and the TMP Vision.

The Plan Study Area roadways are shown on this map. The roadway number is not intended to indicate priority.

	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: 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...)
 - Update Existing Conditions Map Series
- 3. Identify Potential Solutions for Plan Study Area
- 4. Meetings with Stakeholders:
 - FDOT
 - Broward County
 - Broward Schools Planning Staff
 - City of Sunrise
 - City of Tamarac

Thank you....

Karen Friedman, Senior Planner / TMP Project Manager
FriedmanK@BrowardMPO.org



Lauderhill TMP: Rooted in the Values of Family



Multi
generational

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

Community

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

Values

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

From: [Karen Friedman](#)
To: [Chris Romano](#); [Andrew Riddle](#); [Daniel Keester-O'Mills](#); [Matthue Goldstein](#); [Ramgulum Ravindra](#); [Noel Danyl Findlay](#); [Guismaily](#)
Cc: [Jessica Josselyn](#); [Marissa Tucker-Borquez](#); [Kayla Orazi](#); [Resta Ashley](#); [Graham Casey](#); [Chorath Philip](#); [Bravo Maximo](#); [Dhulashia Sangeeta](#)
Subject: Broward MPO / NW 44 St Intersections - City of Sunrise
Start: Tuesday, May 13, 2025 3:00:00 PM
End: Tuesday, May 13, 2025 4:00:00 PM
Location: Microsoft Teams Meeting

A copy of the meeting presentation and potential solutions will be emailed in advance of the meeting.

TEAMS Information below

Meeting Purpose:

* Meeting with staff from the City of Sunrise to review the potential solutions for the Lauderhill TMP at two intersections:

1. NW 44 St @ NW 82 Av
2. NW 44 St @ University Dr.

* The potential solutions will address existing conditions with a focus on reducing injury crashes, improving speed management, and improving the safety, comfort, and convenience for all roadway users.

For the latest information on the Lauderhill TMP, please visit: <https://www.browardmpo.org/plans/city-of-lauderhill>

Sincerely,

Karen Friedman, AICP

Senior Transportation Planner

Microsoft Teams Need help? <<https://aka.ms/JoinTeamsMeeting?omkt=en-US>>

Join the meeting now <https://teams.microsoft.com/l/meetup-join/19%3ameeting_YmVINTc1MjQlNzI2Yy00Nzg4LWExNDgtN2IxOTQ4NGM3ODU5%40thread.v2/0?context=%7b%22Tid%22%3a%2260a6012b-6a13-4696-a375-3d0688924532%22%2c%22Oid%22%3a%2217da5a79-4319-4730-a7f8-e5c0a1077ed1%22%7d%7d%3e>

Meeting ID: 226 800 913 777

Passcode: yD9d62AE

For organizers: Meeting options <https://teams.microsoft.com/meetingOptions/?organizerId=17da5a79-4319-4730-a7f8-e5c0a1077ed1&tenantId=60a6012b-6a13-4696-a375-3d0688924532&threadId=19_meeting_YmVINTc1MjQlNzI2Yy00Nzg4LWExNDgtN2IxOTQ4NGM3ODU5@thread.v2&messageId=0&language=en-US>



Lauderhill Transportation Master Plan

Stakeholder Meeting: **City of Sunrise**
Potential Solutions




May 13, 2025

BrowardMPO.org

Agenda

- Lauderhill TMP: Introduction
 - Schedule
- Vision, Goals, and Objectives
- Plan Study Area
- Discussion: Potential Solutions**
 - NW 82 Av – Intersection at NW 44 St
 - NW 44 St – Intersection at University Dr

Want more information?



<https://www.browardmpo.org/plans/city-of-lauderhill>

Meeting Goals:

- ✓ Review Potential Solutions for the two intersections partially located within City of Sunrise
- ✓ Identify other issues or concerns for the intersections




Introduction: Broward MPO

- Broward MPO's City Services team offers technical assistance directly to local governments to develop multimodal Transportation Plans.
- Since September 2024, Broward MPO has been providing technical assistance to the **City of Lauderhill** with the development of a **Transportation Master Plan (TMP)**.
- Broward MPO Project Manager is Karen Friedman

Halloween Safety Day - 10/25/2024



Field Audit of Sunrise Blvd – 3/4/2025



Broward MPO Transportation Master Plans: Identify community-driven, design-ready multimodal transportation projects for up to six roadways that are based on best practices

WHO IS THE BROWARD METROPOLITAN PLANNING ORGANIZATION?

The Broward Metropolitan Planning Organization (MPO) is a dynamic public agency who's main job is to plan and coordinate transportation projects and programs in Broward County. Think of it like a group of people comprised of your elected officials, and the local community who come together to figure out the best ways to improve how people and goods move safely around your region. This could include improving roads, planning new transit routes, setting up bike lanes, adding sidewalks, improving access to ports and airports, or managing traffic. The Broward MPO helps to ensure that any money spent on transportation in Broward County is used efficiently and effectively.

They also collaborate with the public and other stakeholders to make sure the decisions they make are in line with what the community wants and needs.



WHAT'S IN IT FOR YOU?

An efficient, well planned, and funded transportation system makes a Better Broward for you, your family, friends, and colleagues. Whether you live, work, or play in Broward, the MPO plays a critical role in improving the quality of life within a community.

BE PART OF BROWARD'S FUTURE & GET INVOLVED

Ask questions and send us your comments by visiting our website BrowardMPO.org or by emailing us at info@browardmpo.org

Lauderhill TMP: Schedule



	Sept	Oct	Nov	Dec	2025 Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Project Management	[SWG]															
Public & Stakeholder Engagement	[FDOT]		[FDOT]		[FDOT]		[FDOT]		[FDOT]		[FDOT]		[FDOT]		[FDOT]	
Plan Vision (Goals & Objectives)	[SWG]															
(Re)Validation / Existing Conditions					[SWG]											
Plan Study Area					[SWG]											
Preliminary Solutions							[SWG]									
Recommendations									[SWG]							
Plan Report													[Icons]			

Meetings to Review Potential Solutions

4/29: Broward County	4/30: FDOT
5/9: Turnpike	5/13: City of Sunrise
5/15: City SWG Meeting #5	5/19: City Commission

Lauderhill TMP: Rooted in the Values of Family



Multi generational

Community

Values

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

Lauderhill TMP: Plan Study Area

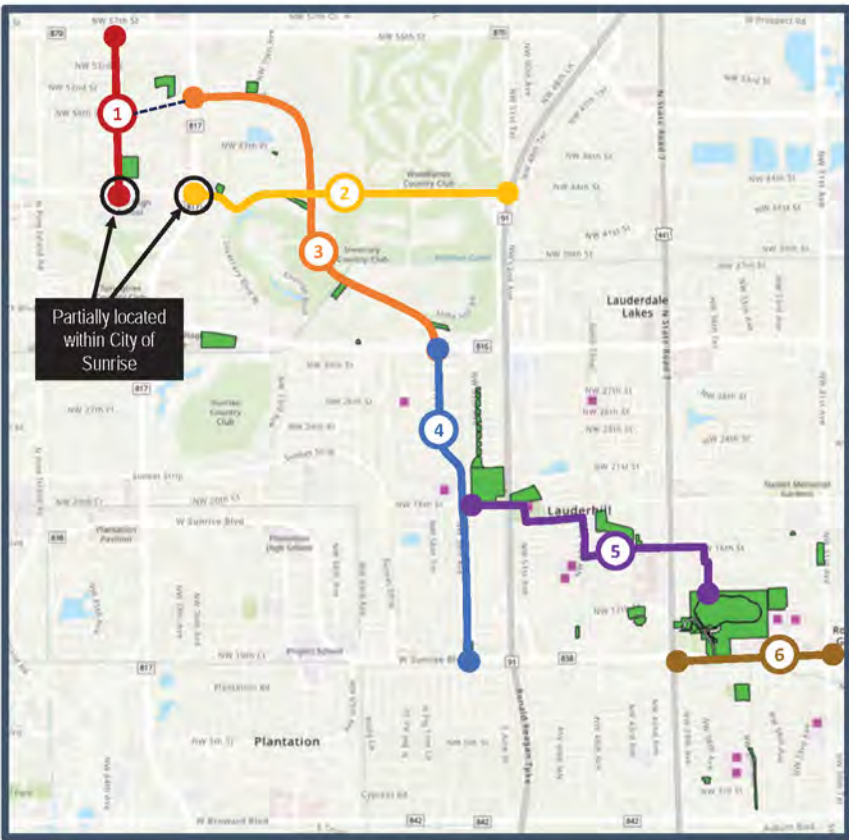
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates). The transportation projects will improve roadway safety and citywide connectivity, consistent with best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



1 NW 82 Av

NW 82 Av from Commercial Blvd to NW 44 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Commercial Blvd Sunrise: Inter. at NW 44 St (partial)	1 mile	2 Lanes	25 MPH	Local	1	(55)

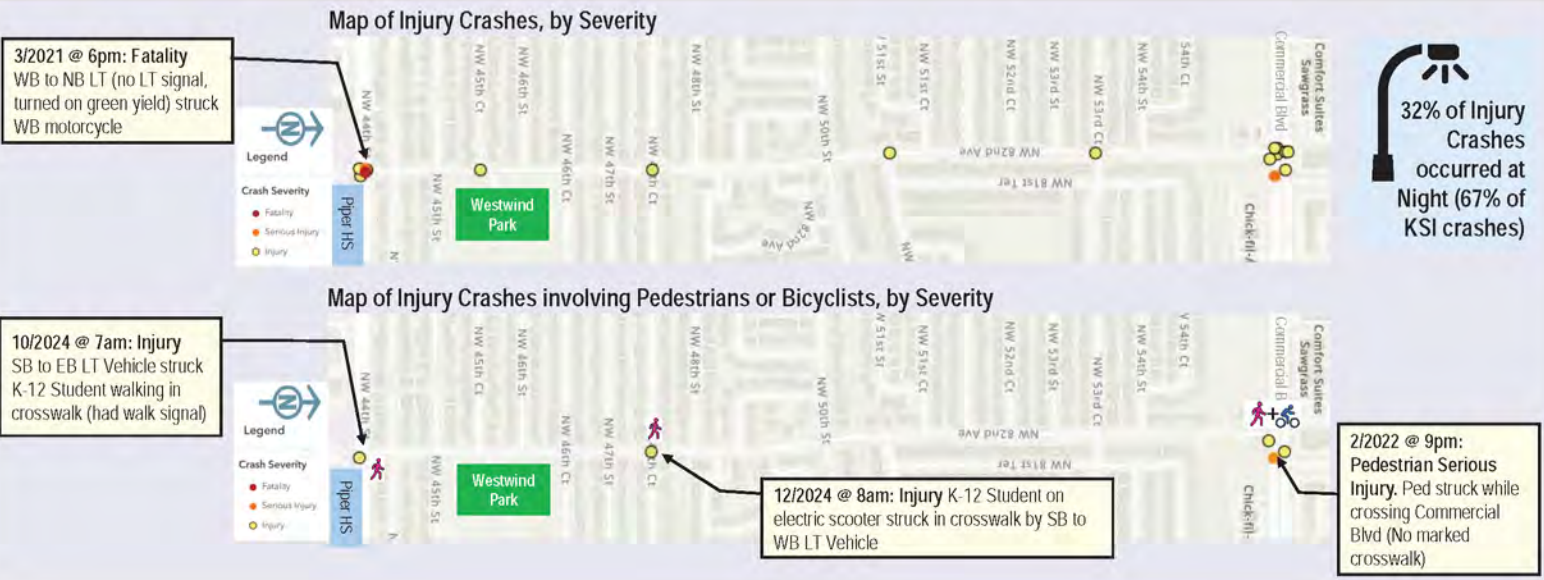


NW 82 Av: Injury Crashes (2020-2024)

38 Crashes (Injury + KSI)



This table assesses the annual trends for injury crashes, with KSI crashes noted. There was not a significant change in the number of crashes during the 5-year review, with 3 of the 5 years having a KSI crash.



NW 82 Av: Recommendations

Improve comfort and safety of neighborhood roadway / route to school



NW 82 Av at NW 44 St: Recommendations



2 NW 44 St



NW 44 St from University Dr to Rock Island Rd

Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at University Dr County: Inter. at Rock Island Rd	2 miles	2 Lanes 4 west of Inv Blvd W	35 MPH	Major Collector / C4 & C3R	5	81 (2)

NW 44 St: Summary of Findings



NW 44 St: @ University Dr

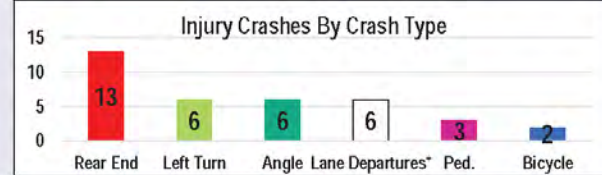
37 Injury Crashes (2020 – 2024) within 150 ft of intersection

32% of Injury Crashes occurred at Night

Injury Crashes, by Severity



Injury Crashes, by Crash Type (excluding Unknown or Other)

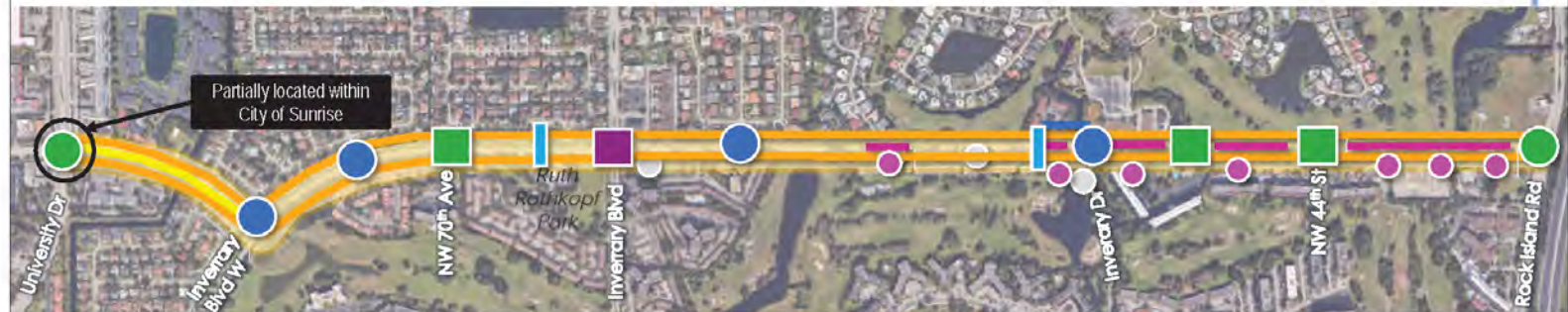


NW 44 St: Recommendations

Redesign NW 44 St to reduce vehicle speeds to 25 MPH

Existing Conditions

Bus Stops



- Roundabout
- Intersection Improvements
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
- Raised Intersection
 - Can include RRFBs
- Boundary Intersection Improvements
 - Alternative options on detailed slide
- Lane Repurposing
 - Reduce from four to two-lanes
 - See detailed slide
- Protected or Raised Bike Path
- Raised Crosswalk with RRFB
- Center Lane Median
 - Reduces left-turn density
- Convert to Right in / Right out
- New Sidewalk

Corridor Wide Strategies

Narrow Side Street Curb Radii with Curb Extensions

Paint Conflict Markings at Intersections and Driveways

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



Lauderhill TMP: Boundary Intersections

Recommendations



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

High Visibility Crosswalk with Refuge



Curb Extension



Median Island



Bike Boxes



E. City Commission Presentation (5/19/2025)

City of Lauderhill

City Commission Workshop



Notice and Agenda - Revised

Monday, May 19, 2025 - 4:00 PM

City Commission Chambers

*City Commission Chambers at City Hall
5581 W. Oakland Park Blvd.
Lauderhill, FL, 33313
www.lauderhill-fl.gov*

LAUDERHILL CITY COMMISSION

***Mayor Denise D. Grant
Vice Mayor Sara I "Ray" Martin
Commissioner Richard Campbell
Commissioner Melissa P. Dunn
Commissioner John T. Hodgson***

***Kennie Hobbs, Interim City Manager
Andrea M. Anderson, City Clerk
Hans Ottinot, Interim City Attorney***

NOTICE

NOTICE IS HEREWITH GIVEN TO ALL INTERESTED PARTIES THAT IF ANY PERSON SHOULD DECIDE TO APPEAL ANY DECISION MADE AT THE FORTHCOMING MEETING OF THE COMMISSION, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS CONDUCTED AT SUCH MEETING, AND FOR SUCH PURPOSE THEY MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH ANY APPEAL MAY BE BASED. IF A PARTY WISHES TO MAKE A PRESENTATION, A COPY OF THE ELECTRONIC MEDIA TO BE USED FOR THAT PRESENTATION (DVD, CD, VIDEO, POWER POINT, ETC.) MUST BE PROVIDED TO THE CITY'S MIS DEPARTMENT AT LEAST 48-HOURS PRIOR TO THE COMMISSION MEETING. IT IS THE PARTY'S RESPONSIBILITY TO PROVIDE ALL DATA AND TO ARRANGE FOR THE EQUIPMENT NECESSARY FOR THE PRESENTATION. IN ADDITION, THAT PARTY IS RESPONSIBLE FOR PROVIDING A SUFFICIENT NUMBER OF COPIES OF ANY INFORMATION THAT IS TO BE DISTRIBUTED TO THE CITY COMMISSION.

ANY INDIVIDUAL WHO BELIEVES THEY HAVE A DISABILITY WHICH REQUIRES A REASONABLE ACCOMMODATION IN ORDER TO PARTICIPATE FULLY AND EFFECTIVELY IN THE MEETING SHOULD CONTACT THE CITY CLERK, ANDREA M. ANDERSON, AT 954-730-3010, AT LEAST 72 HOURS BEFORE THE MEETING.

IN ACCORDANCE WITH THE FLORIDA STATUTES, THIS BOARD/COMMITTEE FINDS THAT A PROPER AND LEGITIMATE PURPOSE IS SERVED WHEN MEMBERS OF THE PUBLIC HAVE BEEN GIVEN A REASONABLE OPPORTUNITY TO BE HEARD ON SUBSTANTIVE MATTERS BEFORE THE BOARD/COMMITTEE, WITH A FEW LIMITED EXCEPTIONS AS PROVIDED IN FLORIDA STATUTES, SECTION 286.0114. FOR THIS PURPOSE, MEMBERS OF THE PUBLIC WILL BE ALLOTTED THREE (3) MINUTES EACH FOR COMMENT AT EACH MEETING.

ALL LOBBYISTS AS DEFINED IN LAUDERHILL CITY CODE SECTION 2-24 MUST REGISTER WITH THE CITY CLERK CONTEMPORANEOUSLY WITH LOBBYING ACTIVITIES. A COPY OF CODE SECTION 2-24 MAY BE OBTAINED FROM THE OFFICE OF THE CITY CLERK.

After this agenda was published, the following changes were made:

Items have been added:

- 1. TRANSPORTATION MASTER PLAN DISCUSSION (REQUESTED BY INTERIM CITY MANAGER KENNIE HOBBS, JR.).

AGENDA

I CALL TO ORDER

II ROLL CALL

III THIS IS A LIMITED AGENDA MEETING. THE ONLY ITEMS TO BE DISCUSSED WILL BE:

- 1. TRANSPORTATION MASTER PLAN DISCUSSION (REQUESTED BY INTERIM CITY MANAGER KENNIE HOBBS, JR.).
- 2. COMMUNITY PRE-BUDGET REQUESTS FOR 2025 - 2026 FISCAL YEAR.

IV ADJOURNMENT



Transportation Master Plan



Presentation to City Commission – 5/19/2025

Presentation

- Overview of Broward MPO
- Lauderhill Transportation Master Plan Schedule
- SurveyMonkey Highlights
- Community Meetings Highlights
- Notable Demographics
- TMP Vision
- Plan Study Area
- **Plan Study Area Solutions**

Want more information?



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Presentation Goal:

- ✓ Provide TMP Status
- ✓ Discuss Plan Study Area Potential Solutions



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Halloween Safety Day - 10/25/2024



Field Audit of Sunrise Blvd – 3/4/2025

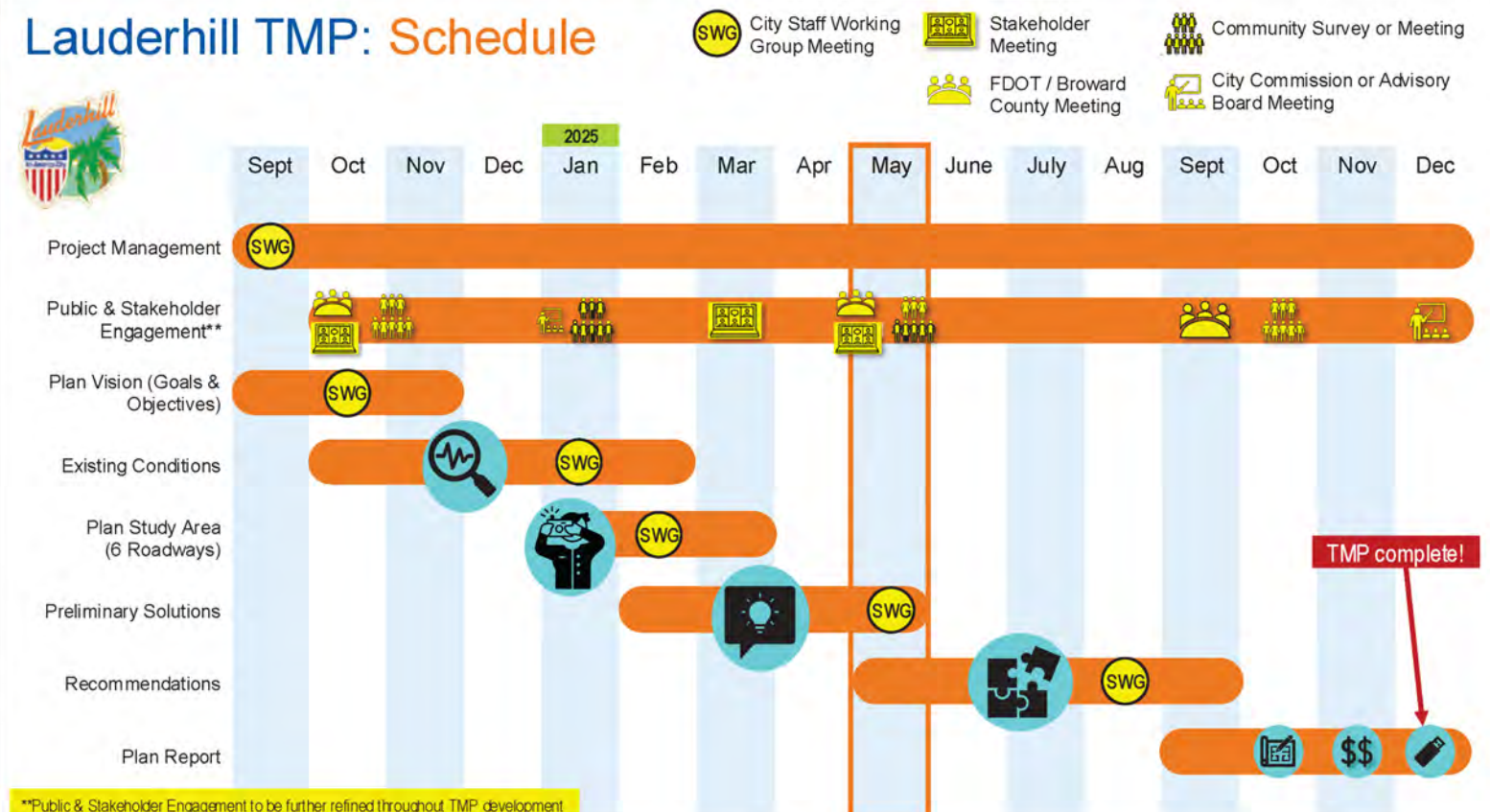


Technical Assistance for TMP:

Identify community-driven, design-ready **multimodal** transportation projects for up to **six roadways** that are based on best practices for safety, speed management, and complete streets.



Lauderhill TMP: Schedule



**Public & Stakeholder Engagement to be further refined throughout TMP development

Lauderhill TMP: SurveyMonkey – Highlights

38% Walk to School or Daycare
12% ride a bus or community shuttle

15% Ride a Bus or Community Shuttle to the Grocery Store
11% walk to grocery store

20% Walk Going to Work
15% Ride a bus or Community Shuttle

58% Walk daily for exercise
17% walk daily because they do not own a car

33% Ride a bike at least twice a month

#1 Concerns

36% Speeding or Dangerous Driving
*Overall #1 Concern

28% Crossing Streets
*Overall #4 Concern

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

Priority Destinations to walk or bike

#1 Parks or Libraries

#2 Synagogue or Church

#3 Publix or Grocery Store

#4 City Hall



Lauderhill TMP: Public Engagement – Community Meetings

COMMUNITY MEETINGS
Join us to share your suggestions for Lauderhill's Transportation and Parks & Recreation Master Plans.
Jan 9 | 7pm | West Ken Lark Park
Jan 14 | 6pm | Veteran's Park
Jan 20 | 6pm | Lauderhill City Hall



Lauderhill TMP: Notable Demographics

2023 American Community Survey (1-Year Estimates)

2023 American Community Survey (1-Year Estimates)

2023 American Community Survey (5-Year Estimates)



Median Age = 36.7 years
Broward County is 41.3 years



23% of population is Age 14 or Under
17% of Broward County

Why this is notable: Younger people are more likely to be early in career and less likely to afford a vehicle; Poorly maintained, missing, or crowded sidewalks can be a barrier for people pushing strollers or walking with children; Sidewalks, pedestrian crossings, and bike lanes are essential for walking or biking to school; Children under 10 are less able to judge vehicle speeds and distance; Children are shorter, making them harder for drivers to see.



\$45,454 Median Household Income
\$74,531 for Broward County

24.3% of people live Below Poverty Level
12.7% of Broward County

Poverty by Age
31.7% = Age 18-
33.5% = Age 65+

Why this is notable: Low-income residents are less able to afford a car, or reliable car; Often considered transit dependent due to financial limitations; More likely to rely on transit or non-motorized transportation to access healthcare, work, childcare, or education; Older residents who are transit dependent may utilize assistive devices (scooters, wheelchairs, walkers) to travel to transit stop.



12% of households have No Vehicles
6.8% of Broward County

48% of households have 1 Vehicle
41% of Broward County

5.4% of workers ride Public Transit to Work
2% of Broward County

Why this is notable: Households without cars are considered transit dependent; Households with no or one car more likely to rely on transit or non-motorized transportation to access daily destinations; Planning for transit riders includes the need to consider sidewalks, crosswalks, lighting, and bike paths leading to and from transit stops.

Lauderhill TMP: Plan Vision



Multi generational

Design transportation facilities that accommodate the needs of Lauderhill's residents of all ages

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

Community

Enhance the transportation system to strengthen Lauderhill's sense of community

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

Values

Develop a transportation system that is aligned with Lauderhill's values

- Identify transportation improvements that benefit various neighborhoods
- Advance economic growth by improving access to bus stops, and providing greater comfort and amenities at transit facilities
- Enhance opportunities for outdoor activities and strengthen links to community parks and recreational areas
- Strengthen the resilience and comfort of transportation facilities by addressing flooding and increasing shade.
- Create safer neighborhoods by implementing traffic calming measures and improving street lighting

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The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP.

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



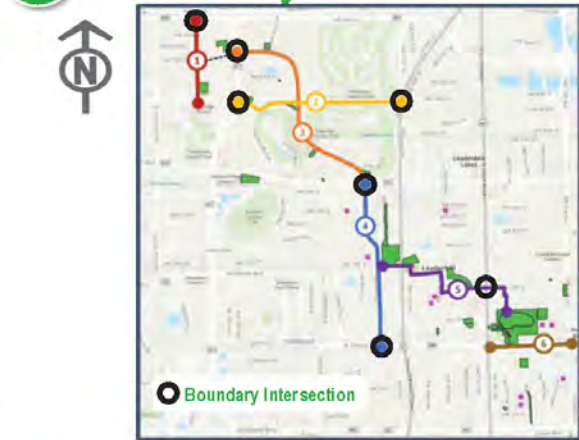
Plan Study Area Roadway

- 1 NW 82 Av: Commercial Blvd to NW 44 St
- 2 NW 44 St: University Dr to Rock Island Rd
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- 5 NW 19 St to County Regional Park
- 6 Sunrise Blvd: US 441 to NW31 Av

Lauderhill TMP: Potential Solutions Facility Examples



Lauderhill TMP: Plan Study Area Potential Solutions Boundary Intersections



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 with high visibility pavement markings 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 point

Addressing 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 with Refuge



Curb Extension



Median Island



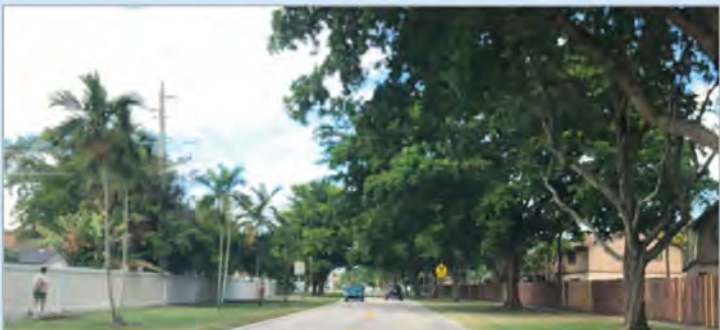
Bike Boxes



NW 82 Av: Introduction

NW 82 Av: Commercial Blvd to NW 44 St

Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City County Inter. at Commercial Blvd Sunrise Inter. at NW 44 St (partial)	1 mile	2 Lanes	25 MPH	Local	1	(55)



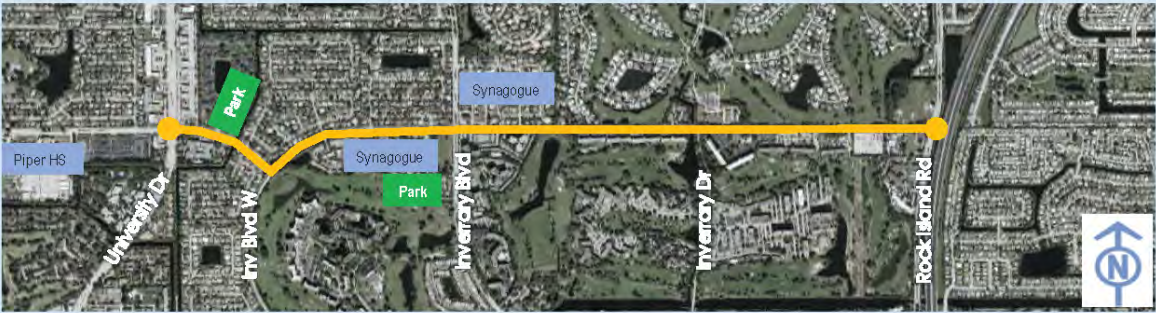
NW 82 Av: Recommendations

Improve comfort and safety of neighborhood roadway / route to school



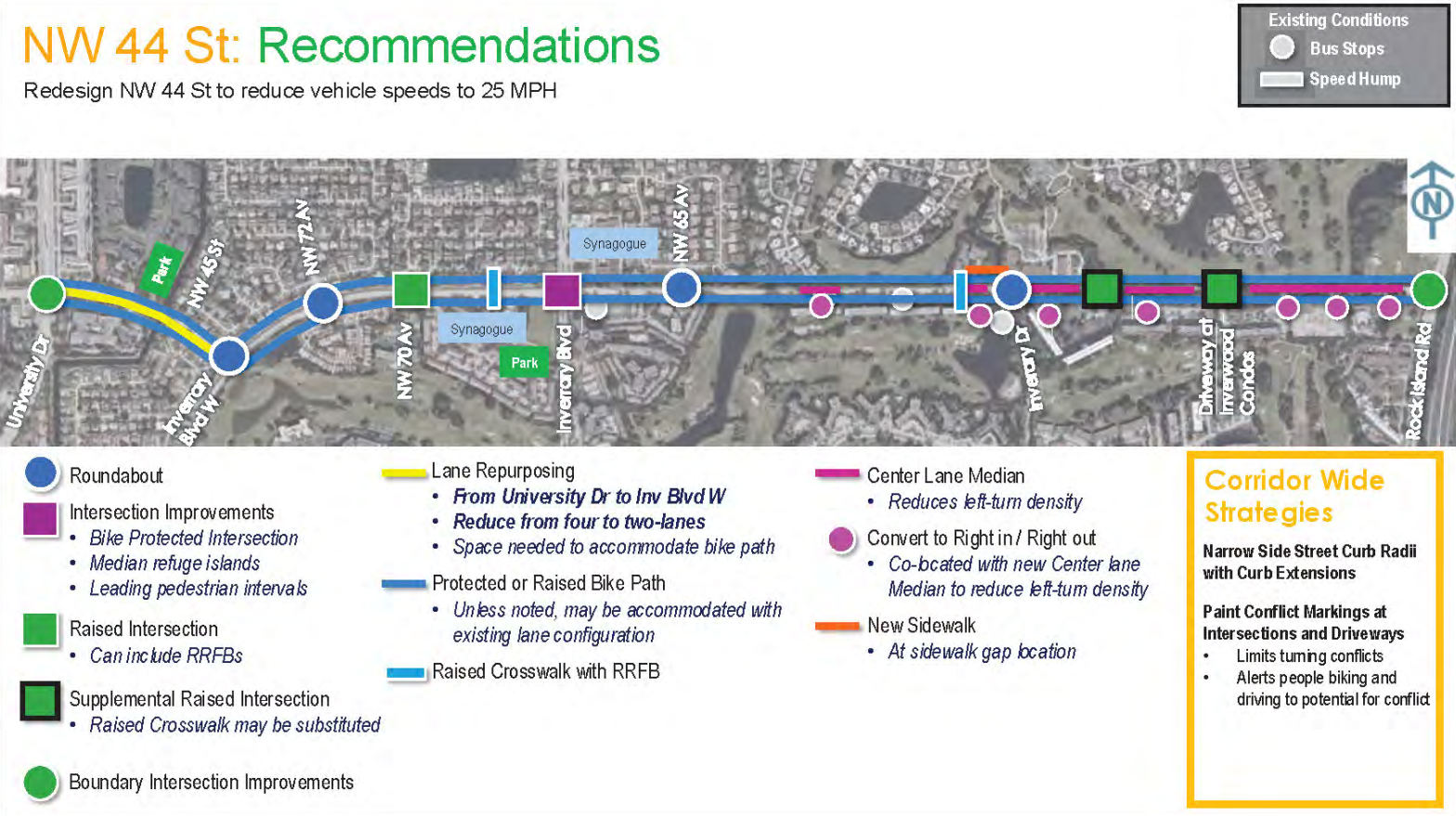
NW 44 St: Introduction

NW 44 St: University Dr to Rock Island Rd						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at University Dr County: Inter. at Rock Island Rd	2 miles	2 Lanes 4 west of Inv Blvd W	35 MPH	Major Collector / C4 & C3R	5	81 (2)



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



Recommendations

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

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

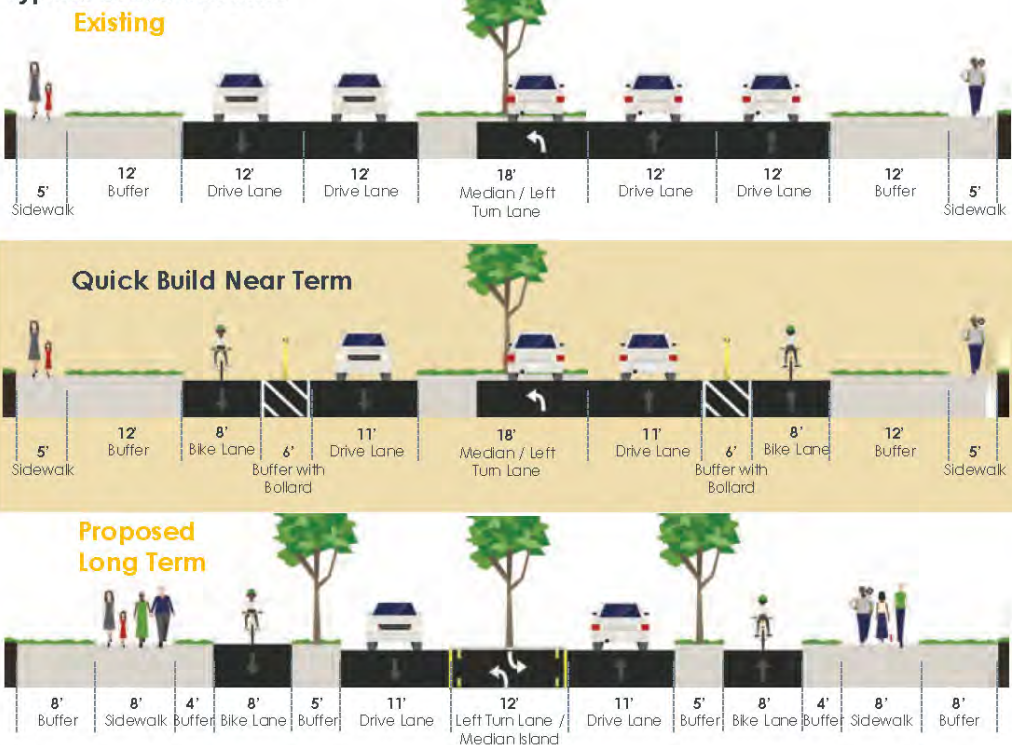
Near term condition:

- Quick build to allow users to experience changes, build community support, provide missing bike facility in near term, and validate design (or identify design alternations)

Long term condition

- One lane in each direction repurposed to provide wider sidewalks and high-quality bike facilities and landscape opportunities
- Existing median narrowed
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

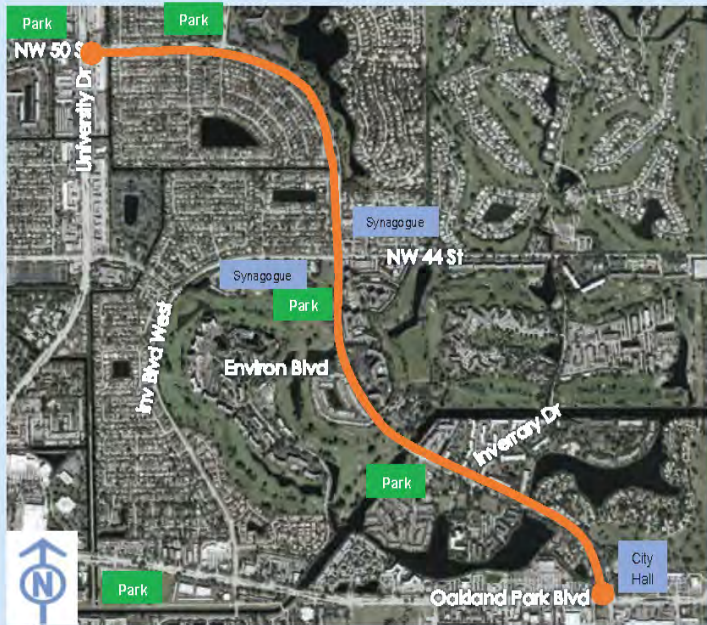
Typical Cross Sections



Inverrary Blvd: Introduction

Inverrary Blvd: University Dr to Oakland Park Blvd

Ownership	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

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

- Lane Repurposing**
 - Reduce from four to two-lanes
 - Required to construct missing sidewalks, widen sidewalks, and construct protected or raised bike lanes
 - Required to implement Roundabouts
 - See detailed slide
- Protected or Raised Bike Path**
 - Requires Lane Repurposing
 - Alternative is widening sidewalk (where existing) to shared use path
- Raised Crosswalk with RRFB or Signal**
- Center Lane Median**
 - Reduces left-turn density
 - Identified for roadway between University Dr and NW 72 Av)
- Convert to Right in / Right out**
- Eliminate Bus Stop**
- Roundabout**
 - Requires Lane Repurposing
 - Includes raised crosswalks
- Supplemental Roundabout locations**
- Peanut Roundabout**
 - Elongated roundabout
 - Includes raised crosswalks
- Intersection Improvements**
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
- Raised Intersection**
 - Can include RRFBs or Pedestrian Signal
- Supplemental Raised Intersection**
 - Raised Crosswalk may be substituted
- Boundary Intersection Improvements**
 - Alternative options on detailed slide

Corridor Wide Strategies

Paint Conflict Markings at Intersections and Driveways

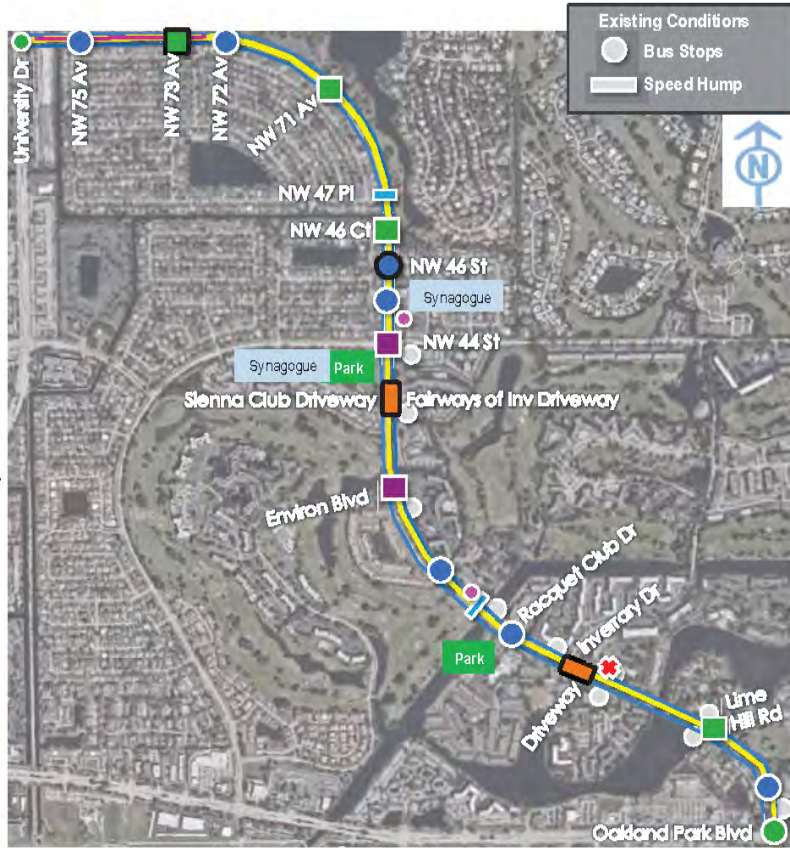
- Limits turning conflicts
- Alerts people biking and driving to potential for conflict

Narrow Side Street Curb Radii with Curb Extensions

- Slows drivers
- Limits turning conflicts

Evaluate Lighting

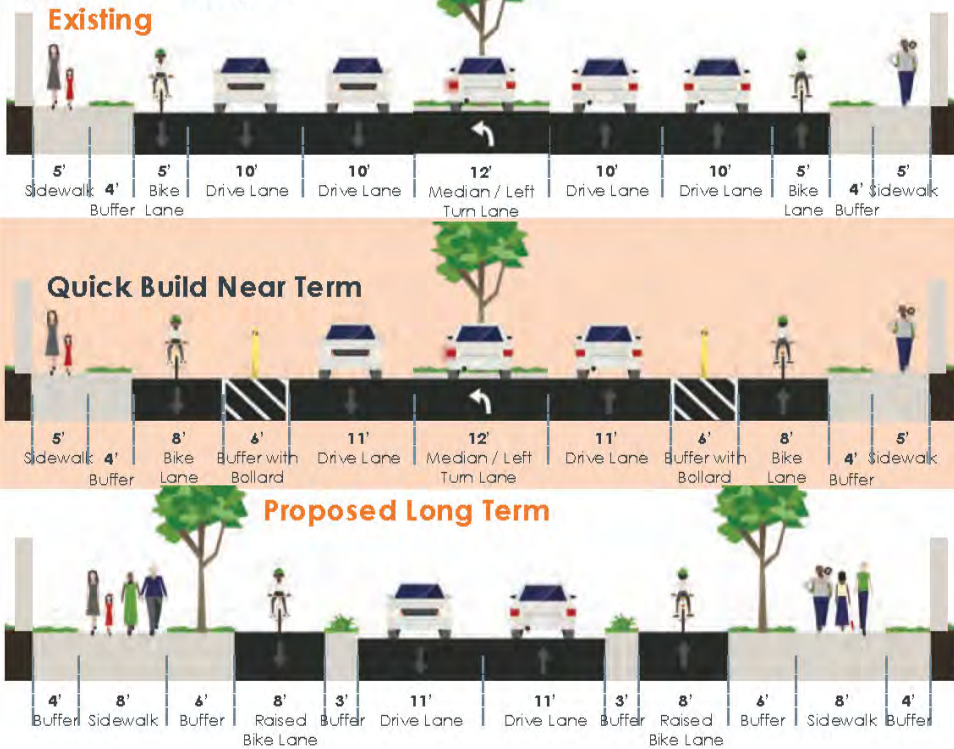
- Address nighttime visibility and increase comfort people walking and biking



Inverrary Blvd: Lane Repurposing



Typical Cross Sections



Recommendations

- Redesign to better match context and set design speed to 25 MPH
- Lane Repurposing can be constructed separately north of NW 44 St (from south of NW 44 St)

Near term condition:

- Quick build to allow users to experience changes, build community support, provide missing bike facility in near term, and validate design (or identify design alternations)

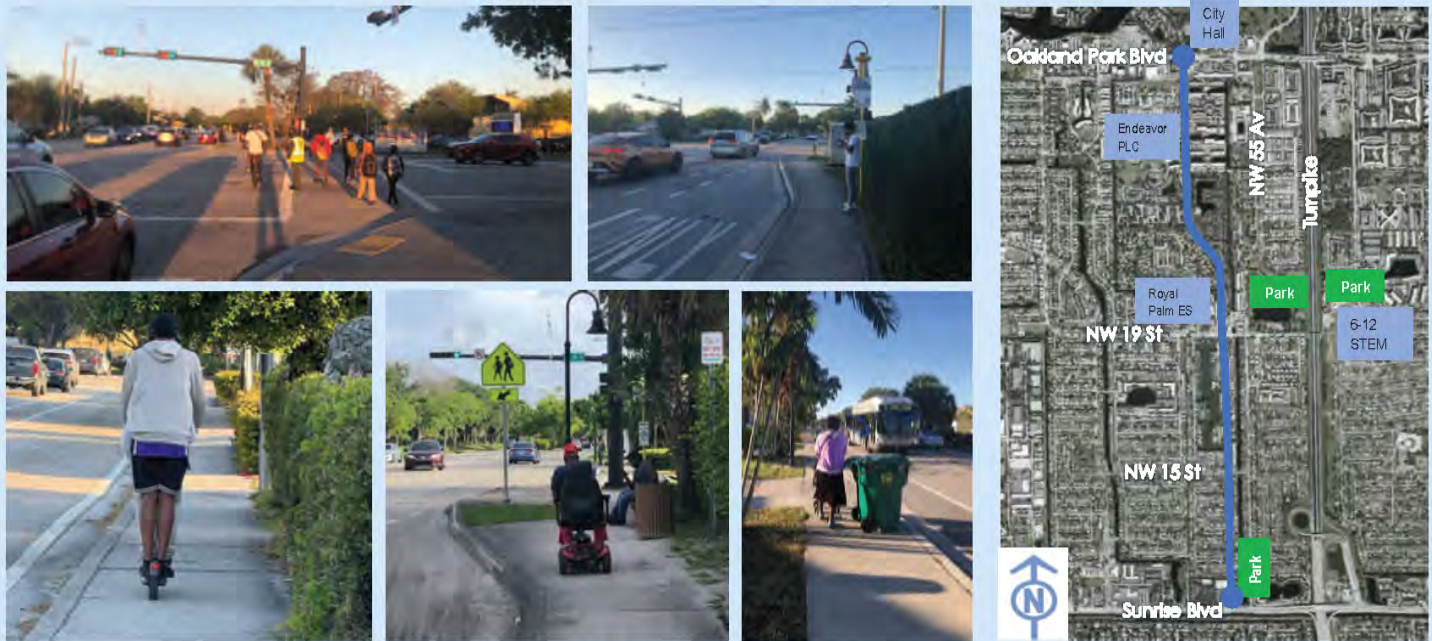
Long term condition

- One lane in each direction repurposed to separate sidewalk from barrier wall, add in missing sidewalk segments, provide wider sidewalks and high-quality bike facilities and landscape opportunities
- Existing median eliminated
- Ensure fire / emergency access

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

Redesign NW 56 St to reduce vehicle speeds to 25 MPH



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

Protected or Raised Bike Path

- North of NW 19 St, requires lane repurposing

Raised Crosswalk with RRFB

- Co-located with center lane median, to provide pedestrian refuge

Center Lane Median

Roundabout

- May be feasible with existing lane configuration, with tapering to single lane prior to roundabout

Peanut Roundabout

Intersection Improvements

- Curb extensions with turn lane removals
- Bike boxes
- Add median noses and hardened centerlines

Raised Intersection

- Can include RRFBs

Supplemental Raised Intersection

- Raised Crosswalk may be substituted

Convert to Right in / Right out

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

Move Bus stop

- Utilize right turn lane for Endeavor PS as BCT Bus pull out

Boundary Intersection Improvements

- Alternative options on detailed slide

Corridor Wide Strategies

Narrow Side Street Curb Radii with Curb Extensions

Paint Conflict Markings at Intersections and Driveways

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

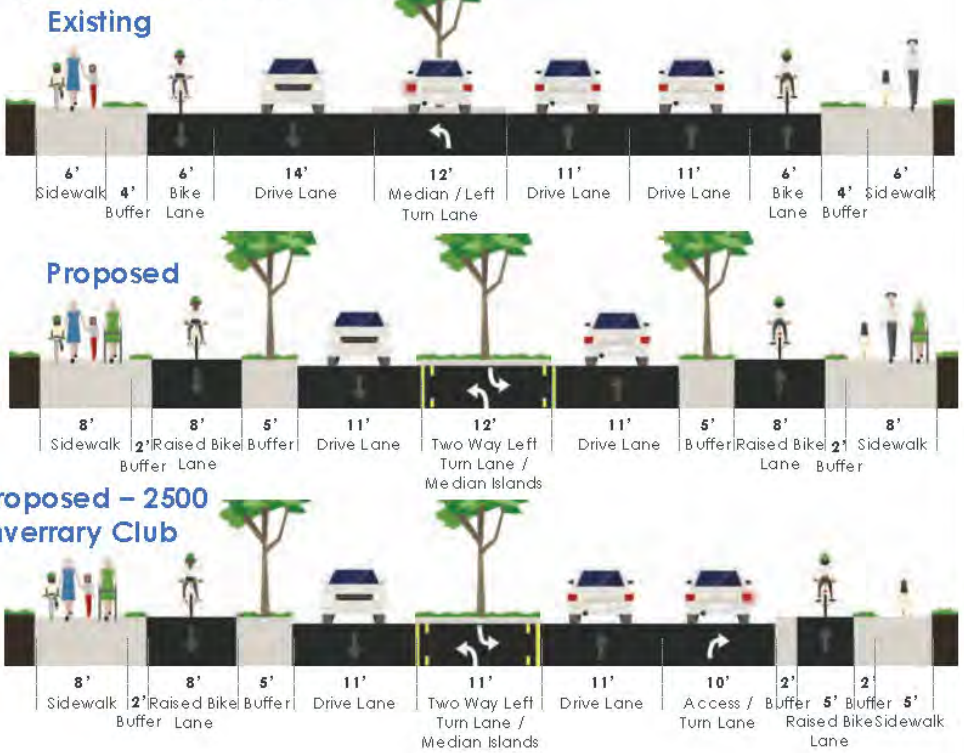
NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St



- Recommendations**
- Redesign to better match context and set design speed to 25 MPH
 - Lane Repurposing can be constructed separately north of NW 44 St (from south of NW 44 St)
- Near term condition:**
- No Quick Build Option
- Long term condition**
- One NB lane repurposed and SB lane narrowed to provide wider sidewalks and high-quality bike facilities and landscape opportunities
 - Ensure fire / emergency access
 - Right turn lane required at entrance gate for 2500 Inverrary Club

Typical Cross Sections



NW 19 St to Central Broward Park: Introduction



From NW 19 St @ NW 56 Av to Central Broward Park via NW 16 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City	2 miles	2 Lanes 4 on NW 16 St	25 MPH	Local & Major Collector / C4 & C3R	2	36, 40, 81 (19)
FDOT: Ped Bridge over Turnpike and Inter. at US 441 Broward Schools: Shared Use Path						



NW 19 St to Central Broward Park: Recommendations

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



- Speed Humps**
- Raised Crosswalk with RRFB**
- Striped Bike Lanes**
- Designated space separates bicyclists from the way of transit buses
- Protected or Raised Bike Path**
- East of US 441, separates bicyclists from commercial and industrial vehicles
- Add Sharrows & Wayfinding**
- Convert to Right in / Right out**
- Remove Access Point**
- Roundabout**
- Replace 4-way stop intersections and neighborhood entry
- Peanut Roundabout**
- Intersection Improvements**
- Curb extensions with turn lane removals
 - Bike boxes
 - Add median noses and hardened centerlines
- Raised Intersection**
- Can include RRFBs
- Improvements to Pedestrian Bridge**
- Alternative options on detailed slide
- Boundary Intersection Improvements**
- Alternative options on detailed slide

Corridor Wide Strategies

- Narrow Side Street Curb Radii with Curb Extensions**
- Paint Conflict Markings at Intersections and Driveways**
- Limits turning conflicts
 - Alerts people biking and driving to potential for conflict
- Rebuild Roads**
- Rebuild roads to urban standard that include curb and gutters

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.

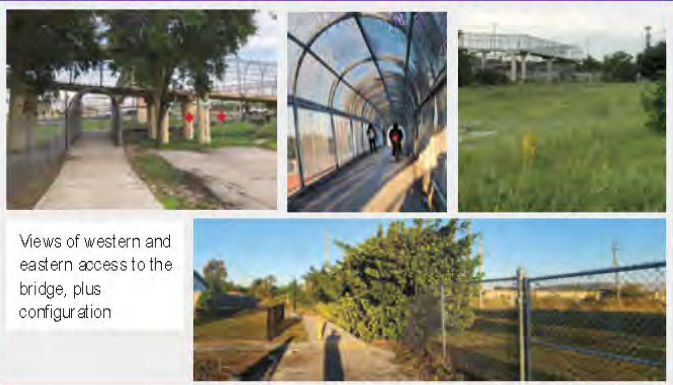


Novel Lighting
Consider novel lighting solutions at the bridge that increases regional pride and make it a place and feels safe to walk at night.



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



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)



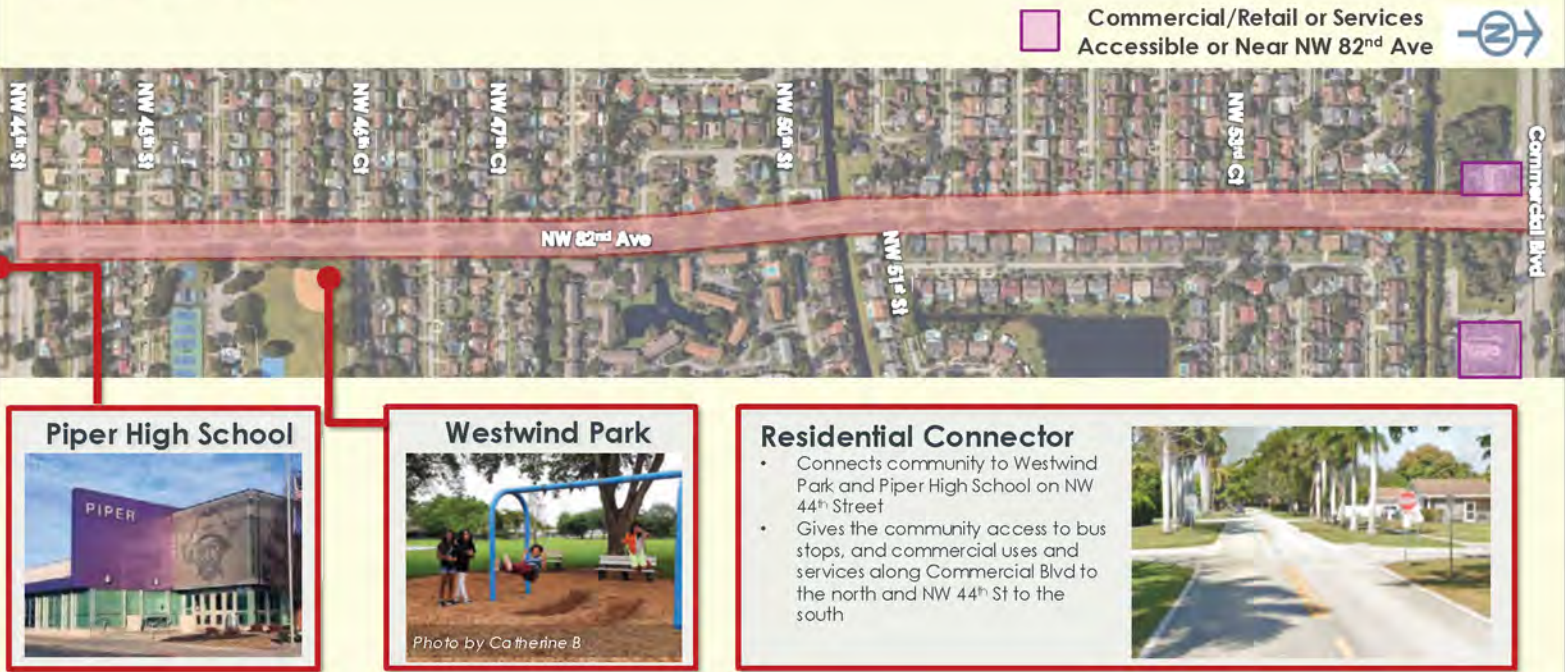
Plan Study Area Additional Slides

- About the Corridor
- Summary of Findings
- 5-Year Injury Crash Maps



NW 82 Av

About the Corridor



NW 82 Av

Summary of Findings

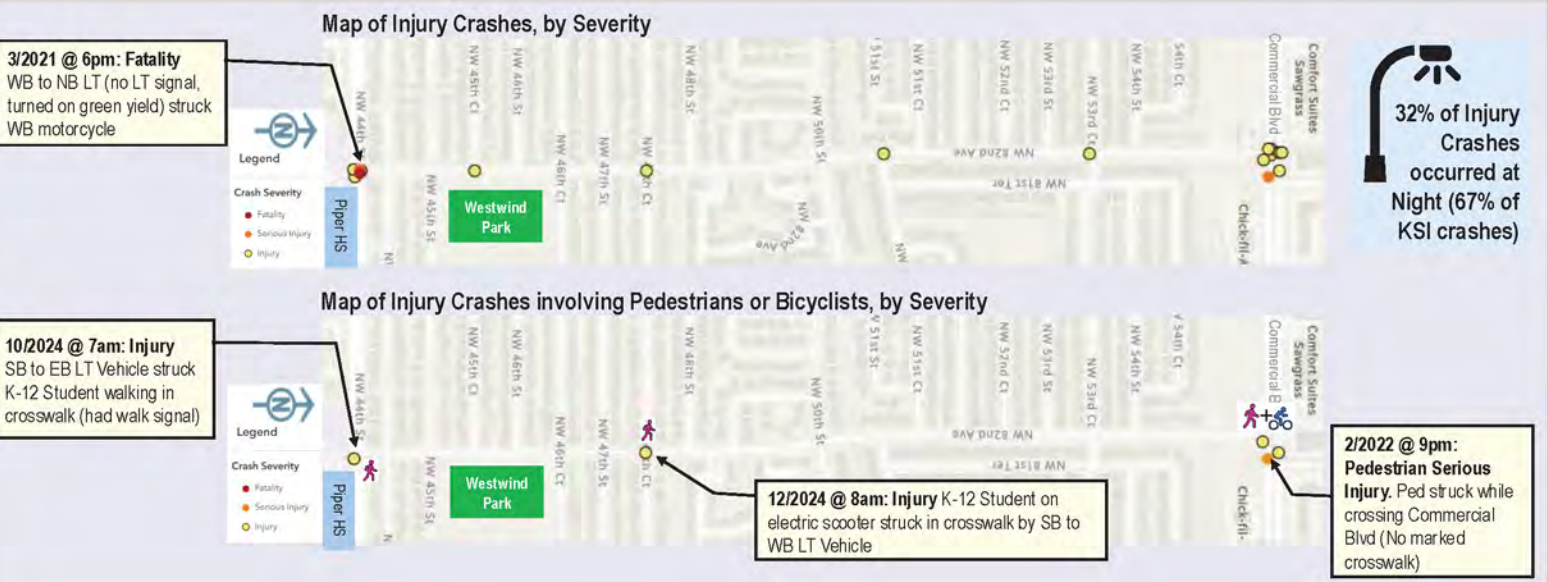


NW 82 Av

Injury Crashes (2020-2024) **38 Crashes (Injury + KSI)**

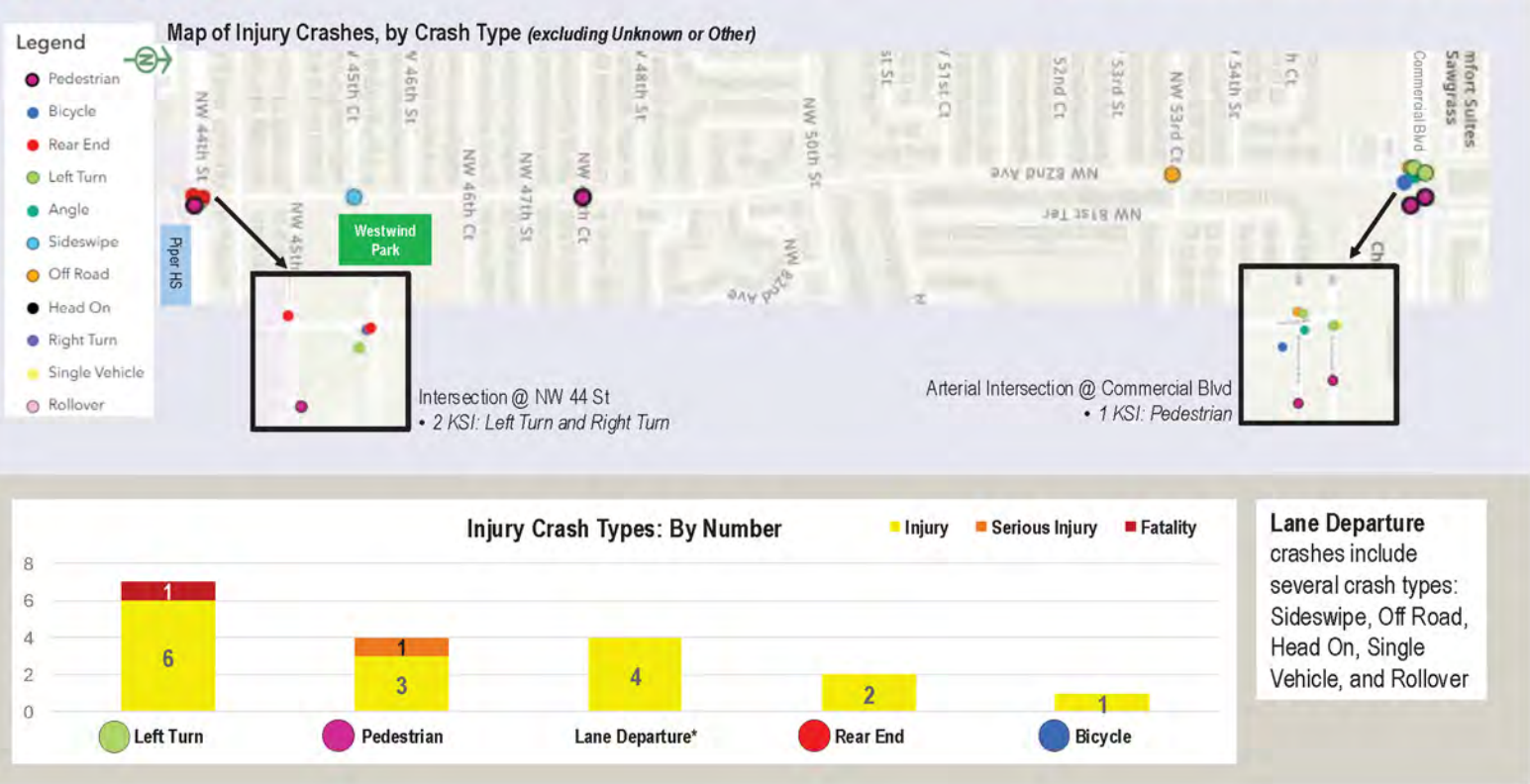


This table assesses the annual trends for injury crashes, with KSI crashes noted. There was not a significant change in the number of crashes during the 5-year review, with 3 of the 5 years having a KSI crash.



NW 82 Av

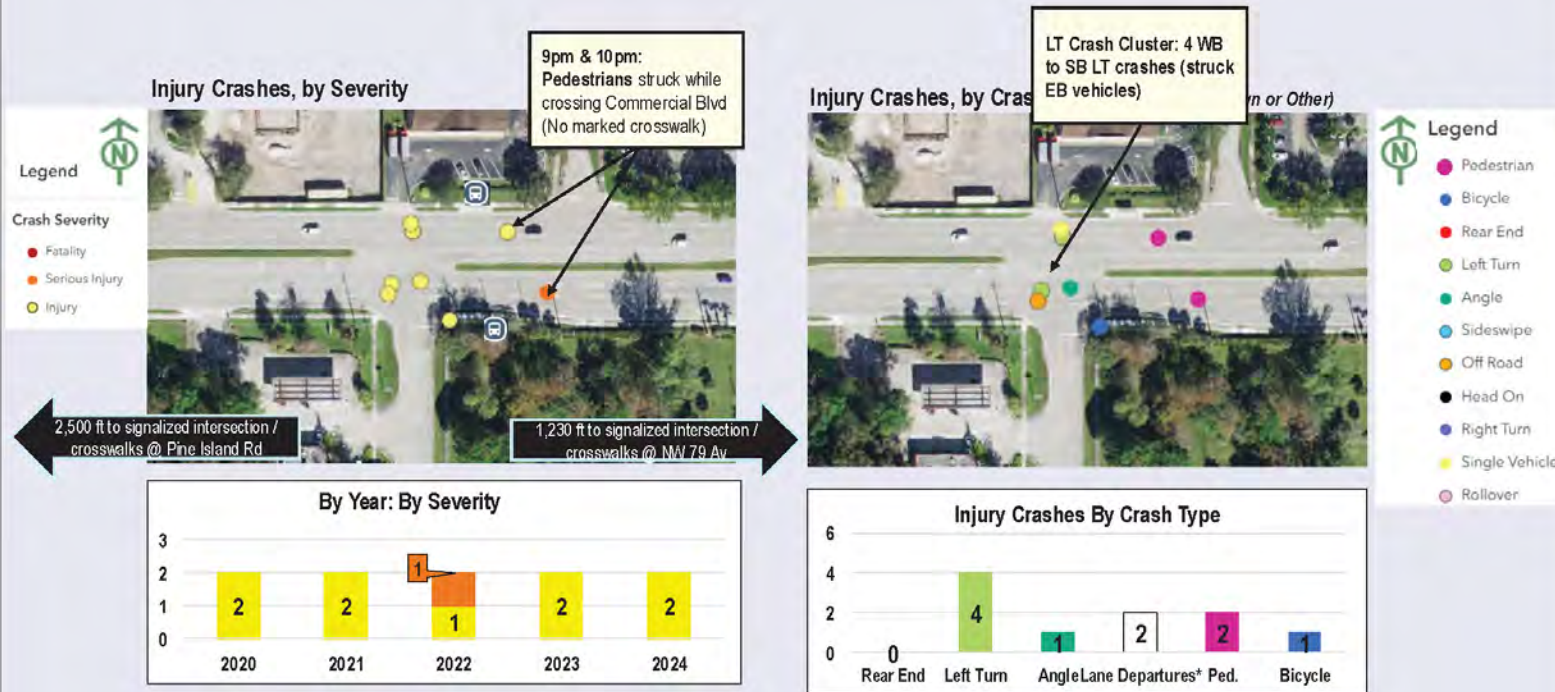
Injury Crashes (2020-2024) **38 Crashes (Injury + KSI)**



NW 82 Av @ Commercial Blvd

11 Injury Crashes (2020-2024) within 150 ft of intersection

30% of Injury Crashes occurred at Night



NW 44 St

About the Corridor

Commercial Center

- Grocery, banks, and other services including the Moshiah Center with expanding religious services under construction

Serving Local + Through Traffic

- In addition to serving the residential developments throughout the Inverrary community, the roadway also acts as a connector to Rock Island Rd with access to Oakland Park Blvd or the Turnpike at Commercial Blvd.
- A new FL Turnpike interchange is planned just south of NW 44 St on Rock Island Rd.

Synagogue of Inverrary-Chabad

- Some community members are unable to drive, use push buttons, or other technologies to visit the Synagogue during Shabbat



NW 44 St

Summary of Key Findings



Other General Issues

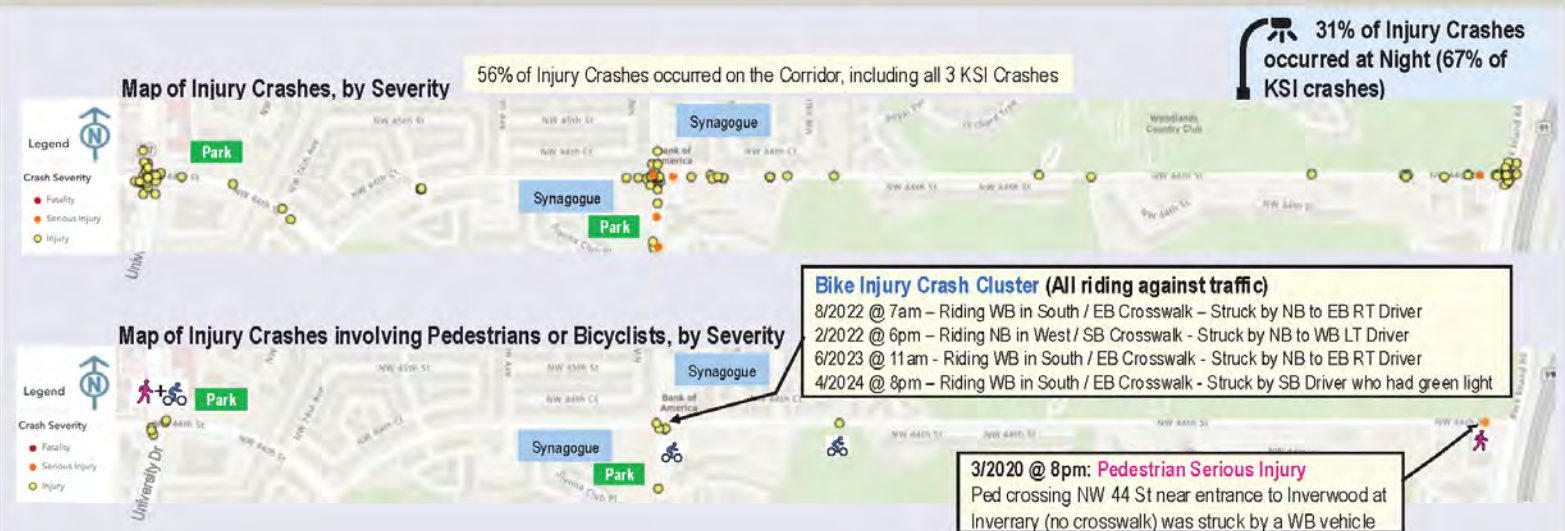
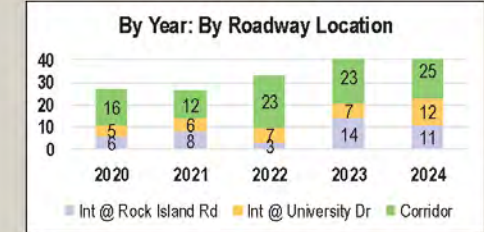
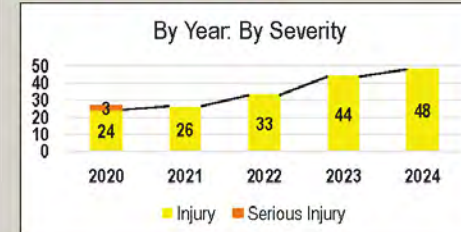
Bike lanes vary in width along the corridor and are 3-5' wide in some places which does not meet minimum design standards to accommodate a person in the lane

Frequent left-turn pockets along NW 44 St creates the perception of 3 lanes despite being 2 lanes. This additional roadway width may encourage drivers to speed

Large turning radii entering residential streets can encourage fast turning speeds

NW 44 St

Injury Crashes (2020-2024) 178 Crashes (Injury + KSI)



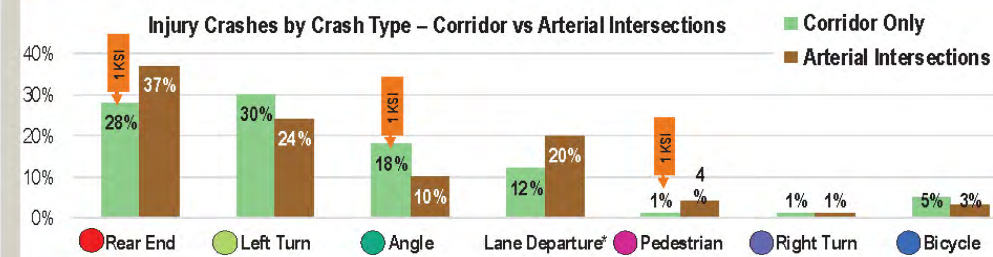
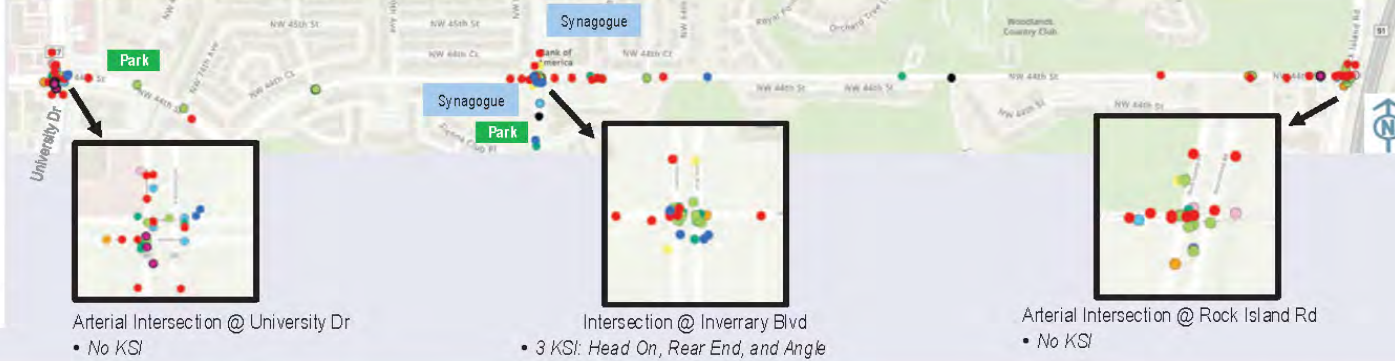
NW 44 St

Injury Crashes (2020-2024) **178 Crashes** (Injury + KSI)

Legend

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover

Map of Injury Crashes, by Crash Type (excluding Unknown or Other)



This table compares the proportion of injury crash types along the corridor (which excludes the two arterial intersections) versus the two arterial intersections (University Dr and Rock Island Rd). It also lists the number of KSI for the crash type. Several of the crash types vary significantly (more than 10% difference), and lane departure. Left turn and rear end crashes account for over 50% of the injury crashes in both locations.

NW 44 St @ University Dr

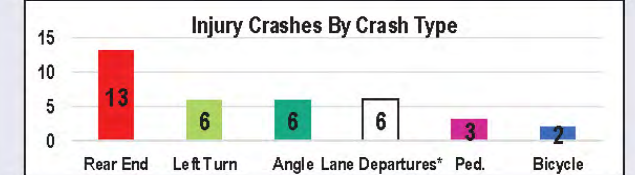
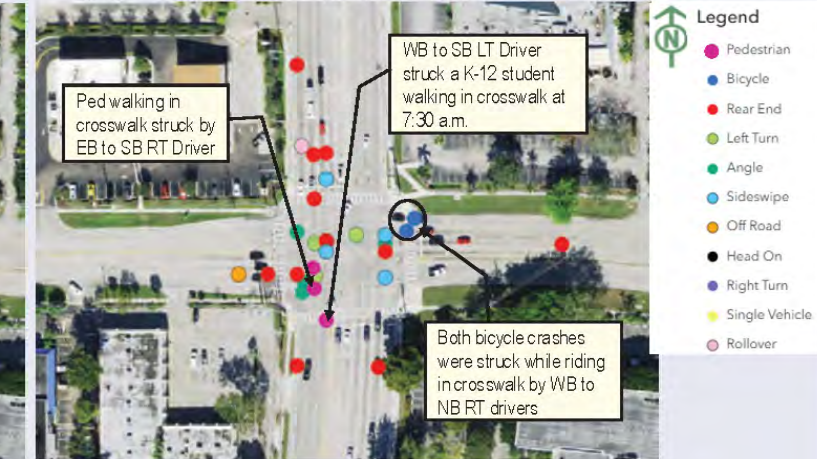
37 Injury Crashes (2020-2024) within 150 ft of intersection

32% of Injury Crashes occurred at Night

Injury Crashes, by Severity



Injury Crashes, by Crash Type (excluding Unknown or Other)

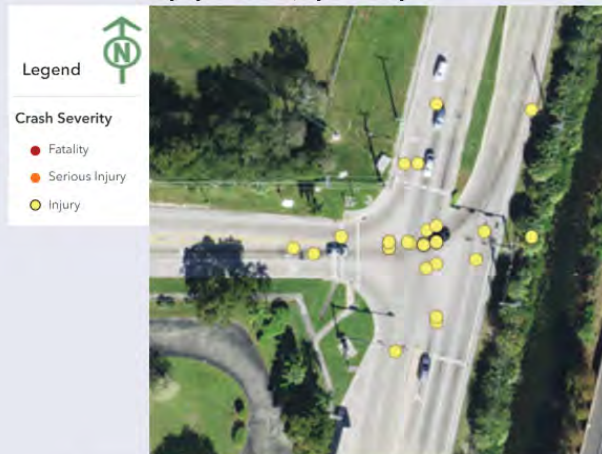


NW 44 St @ Rock Island Rd

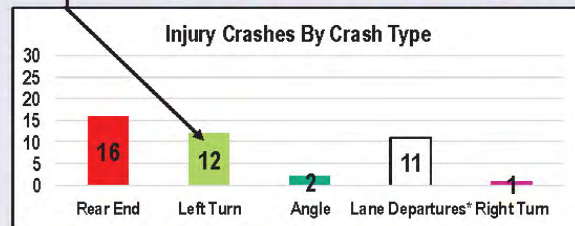
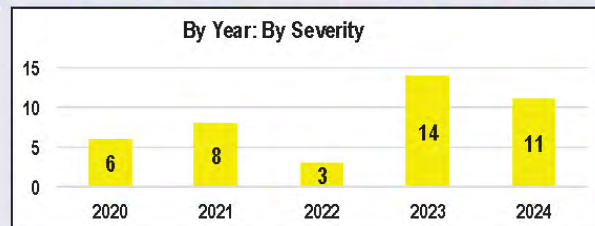
42 Injury Crashes (2020-2024) within 150 ft of intersection

38% of Injury Crashes occurred at Night
60% of Lane Departure crashes occurred at Night

Injury Crashes, by Severity



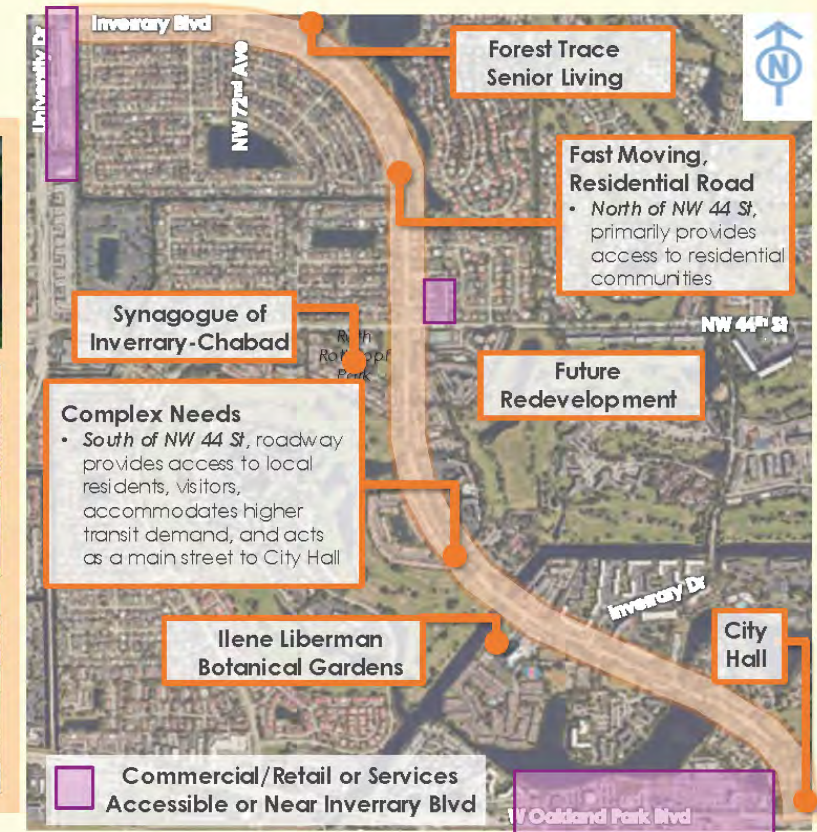
Injury Crashes, by Crash Type (excluding Unknown or Other)



Lane Departure crashes include several crash types: Sideswipe, Off Road, Head On, Single Vehicle, and Rollover

Inverrary Blvd

About the Corridor



Inverrary Blvd North of NW 44 St

Summary of Key Findings

- Bike Lane
- Signal With Crosswalks
- Bus Stops Not within 250' of Traffic Controlled Crossing
- Challenging pedestrian intersections or side streets that lack tactile warnings, non-directional ramps, or have an otherwise non-standard ramp design.
- Distances between Marked Crossings

Other General Issues

Bike lanes width varies across corridor—and, in some parts—as narrow as 3 feet. Bike lanes may not be comfortable to most riders given roadway conditions.

Most side-street intersections permit uncontrolled left-hand turns.

Sidewalks are narrow through the corridor (~3ft). Large turning radii entering residential streets can encourage fast turning speeds



Inverrary Blvd South of NW 44 St

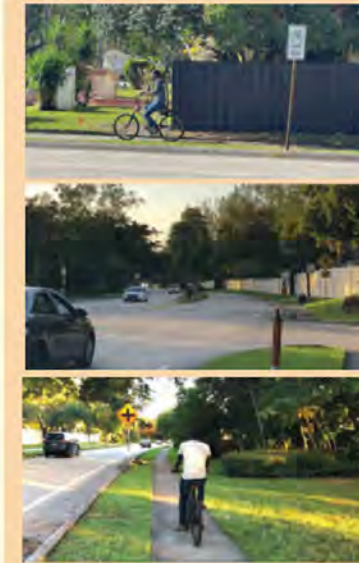
Summary of Key Findings

- Signals: With Crosswalks, Without Crosswalk Across Corridor, Midblock Pedestrian & Golf Cart Signal
- Bus Stops: Not within 250' of Traffic Controlled Crossing, Within 250' of Traffic Controlled Crossing
- No sidewalk
- Bike Lane
- Unsignalized Crossing
- Distances between Marked Crossings

- Challenging pedestrian intersections that lacks tactile warnings, non-directional ramps, or have an otherwise non-standard ramp design.

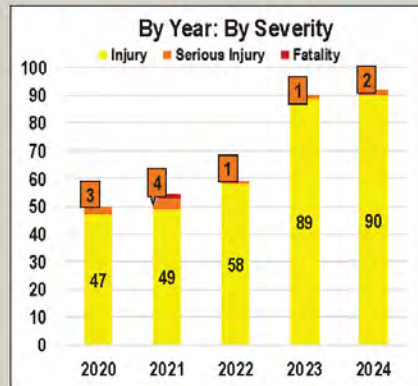
Other General Issues

Large turning radii entering residential streets can encourage fast turning speeds
Sidewalks are narrow through the corridor (~3f-4f).
Bike lanes may not be comfortable to most riders given roadway conditions.

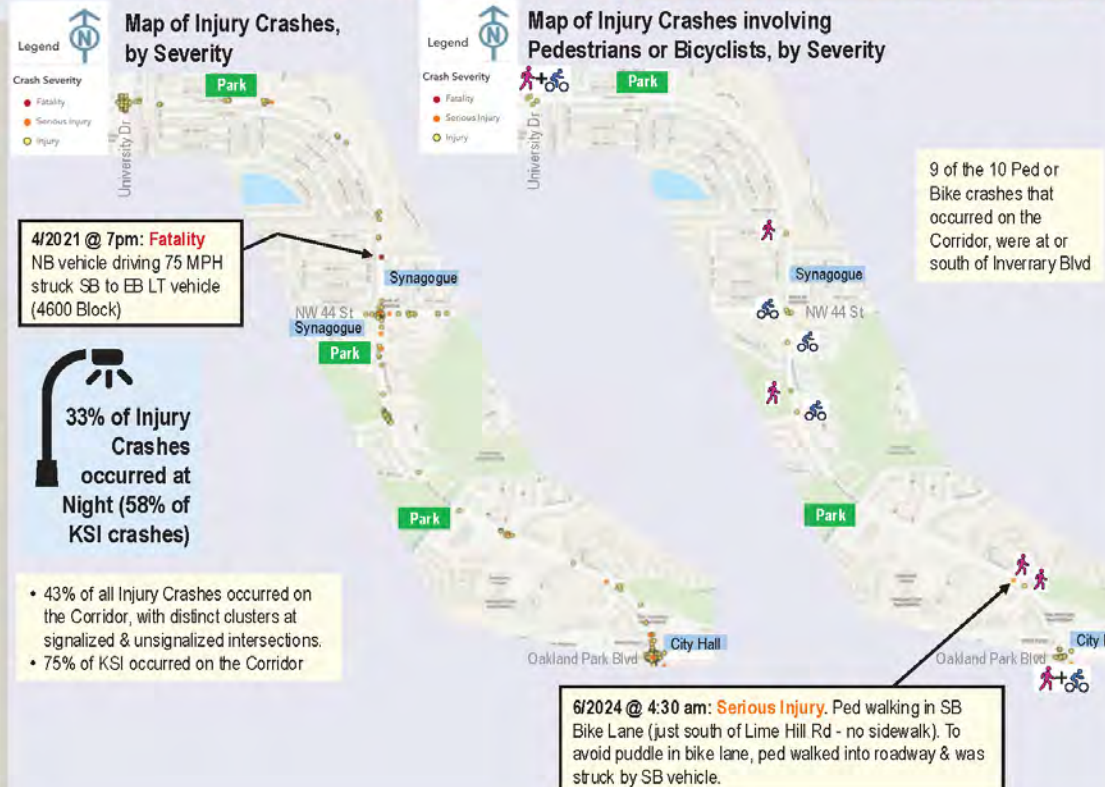
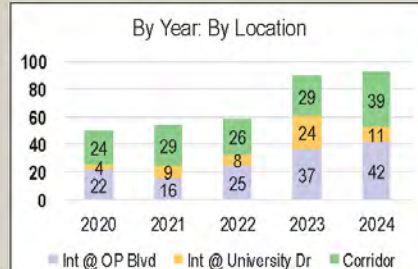


Inverrary Blvd

Injury Crashes (2020-2024) 345 Crashes (Injury + KSI)

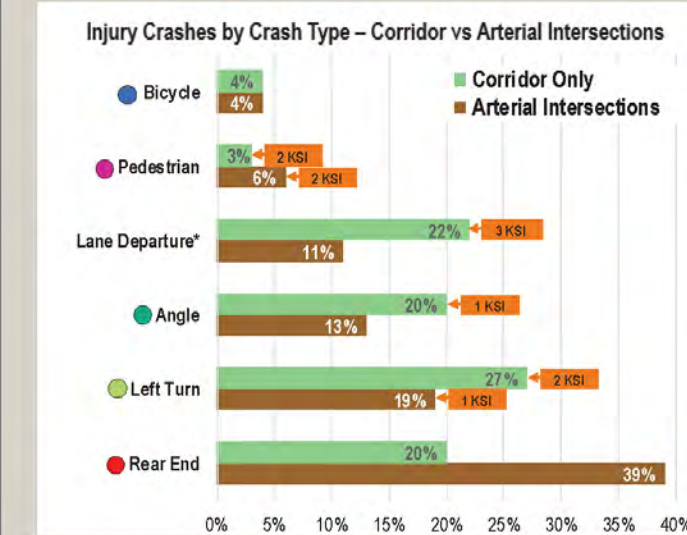


There has been an 85% increase in injury crashes, with KSI crashes peaking in 2021

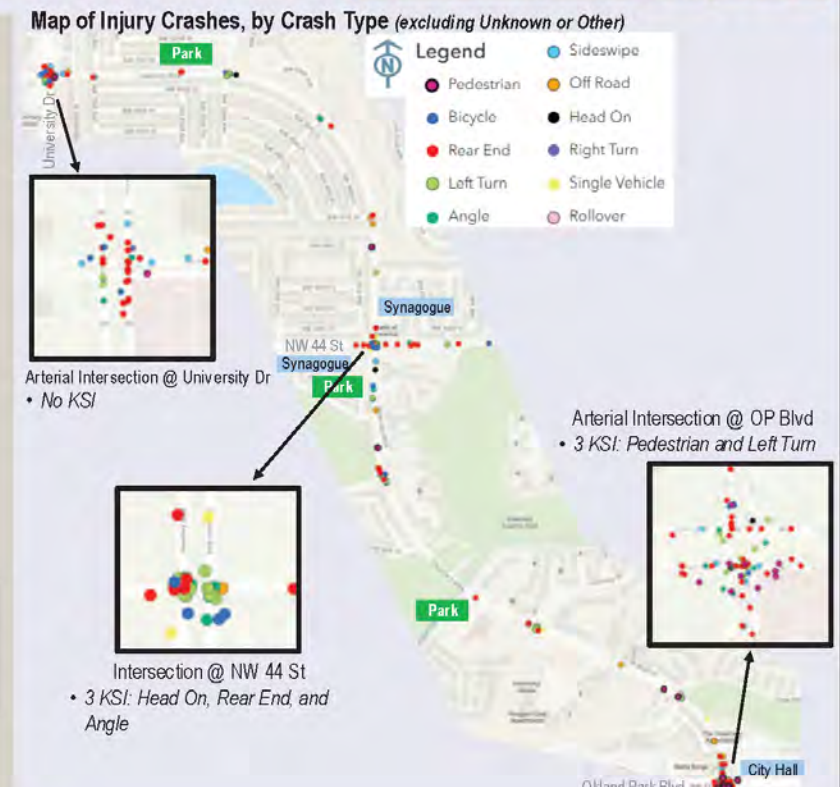


Inverrary Blvd

Injury Crashes (2020-2024) 345 Crashes (Injury + KSI)



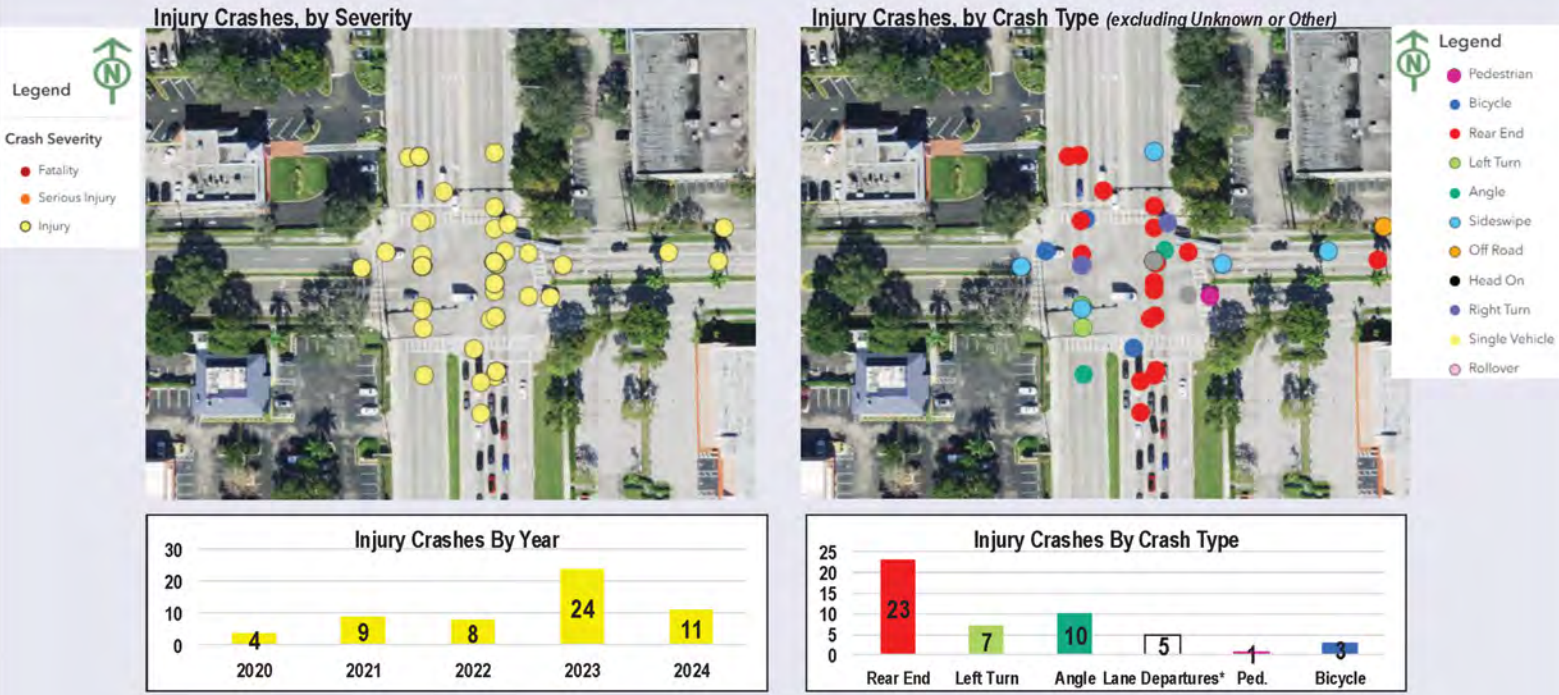
This table compares the proportion of injury crash types along the corridor versus the two arterial intersections (Oakland Park Blvd and University Dr). It also lists the number of KSI for the crash type. The injury crash types greatly differ for the two locations, with the percentage of rear end crashes doubled at the arterial intersections, whereas the percentage of Lane Departure crashes doubled on the corridor.



Inverrary Blvd @ University Dr

56 Injury Crashes (2020-2024) within 150 ft of intersection

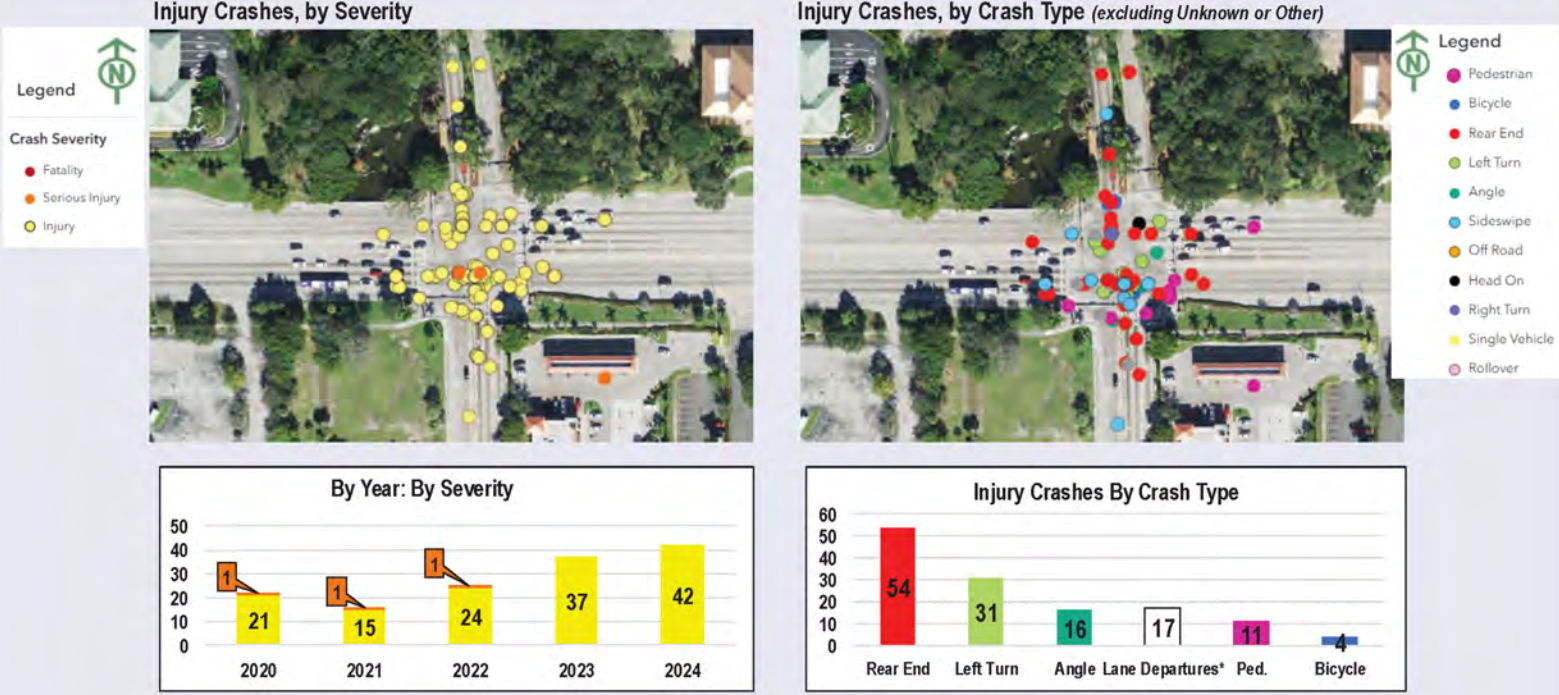
32% of Injury Crashes occurred at Night



Inverrary Blvd @ Oakland Park Blvd

142 Injury Crashes (2020-2024) within 150 ft of intersection

37% of Injury Crashes occurred at Night



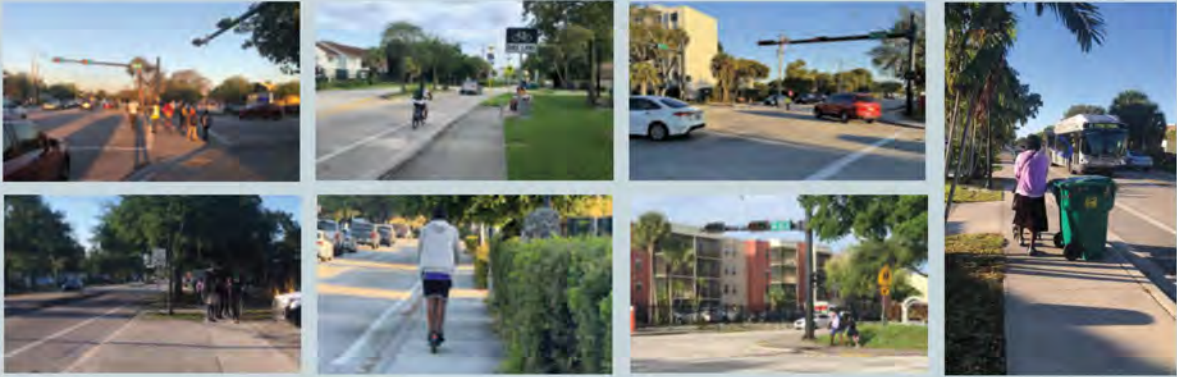
NW 56 Av

About the Corridor



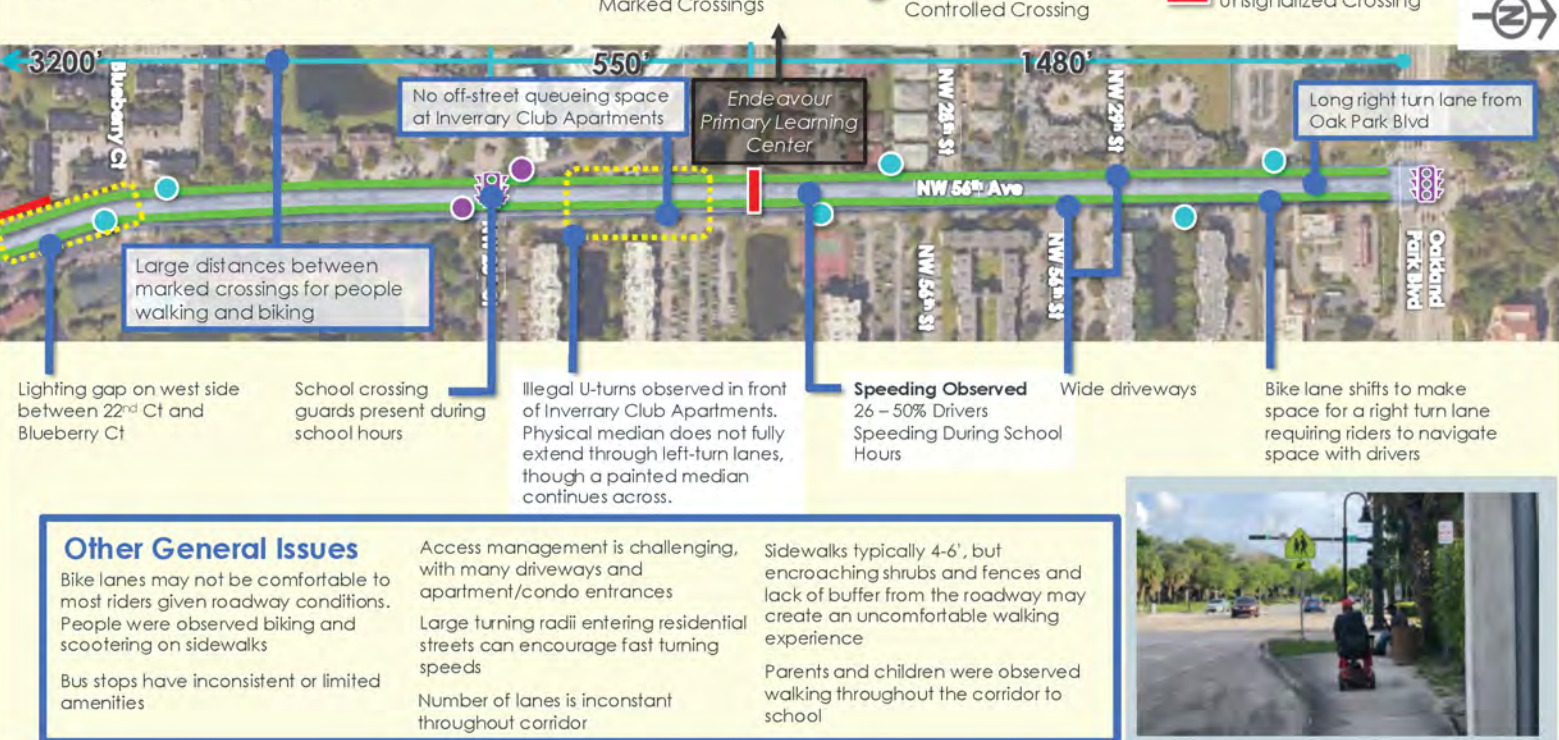
Kids & Families Corridor

- NW 56 Av predominantly serves local residential trips including those of children and families going to school or waiting to take transit
- NW 56 Av may also serve as a cut-through for traffic traveling between Sunrise Blvd and Oakland Park Blvd
- The corridor serves as a critical connection to City Hall and for residents to commercial uses along Oakland Park Blvd



NW 56 Av Northern segment

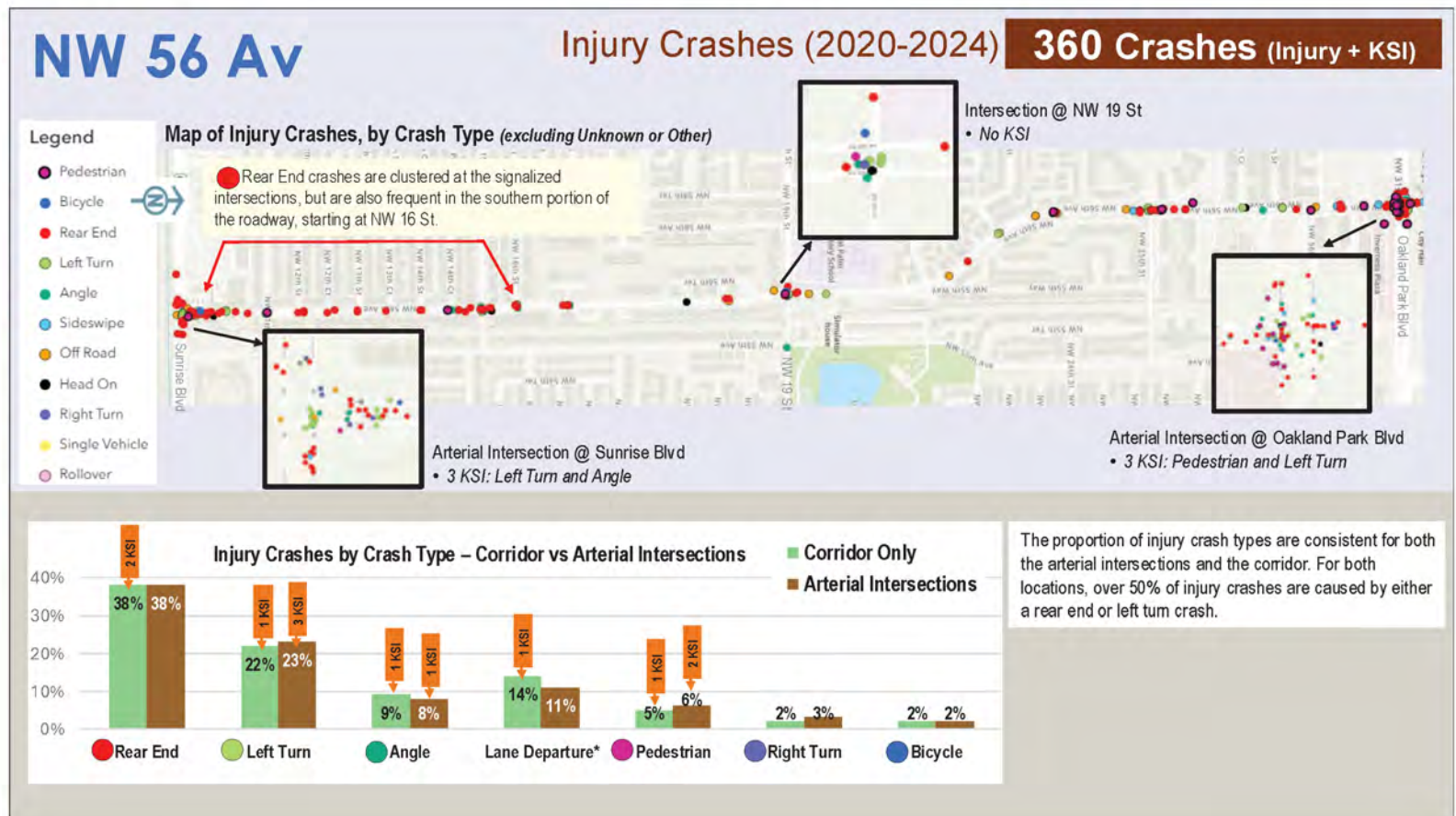
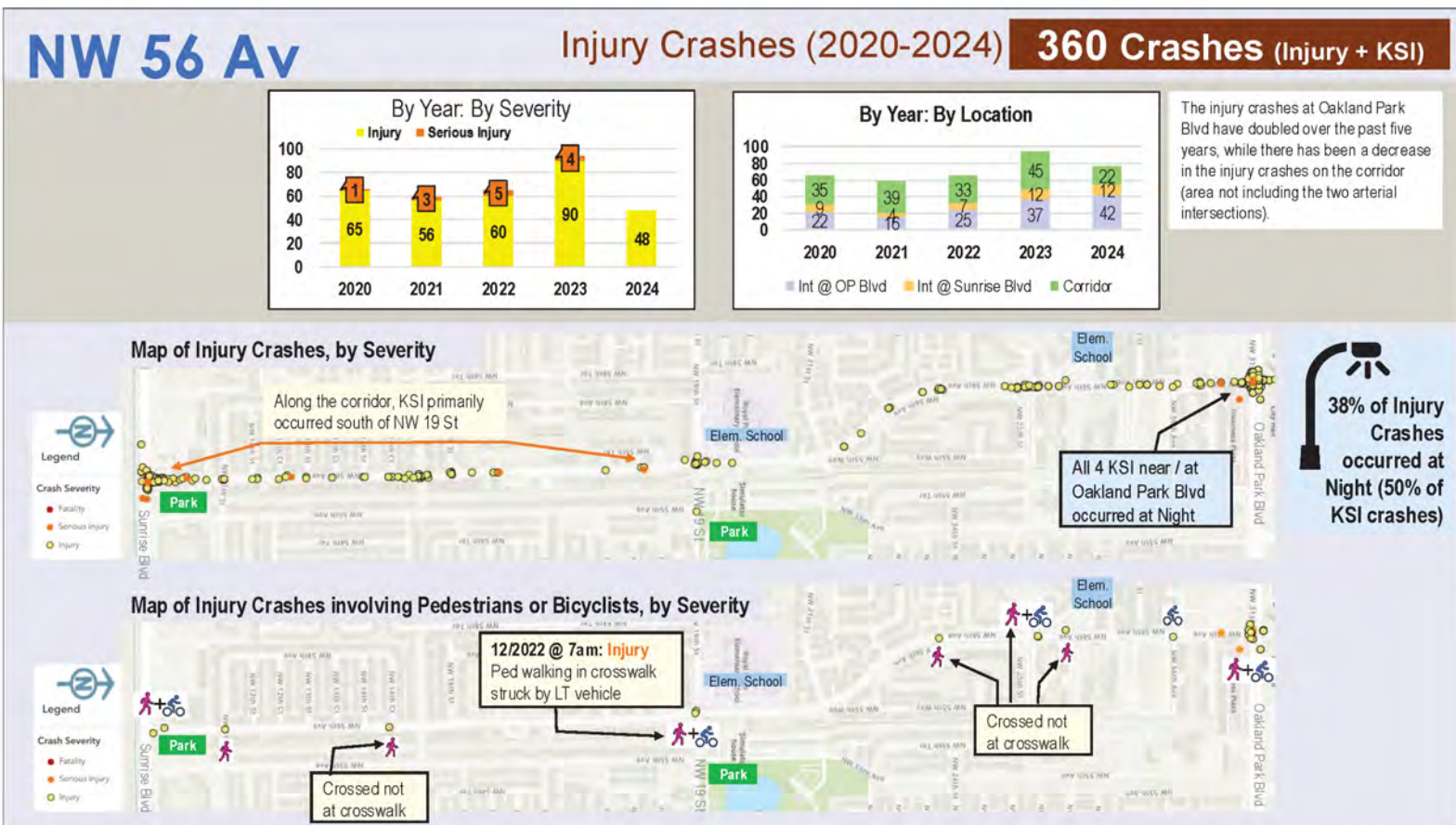
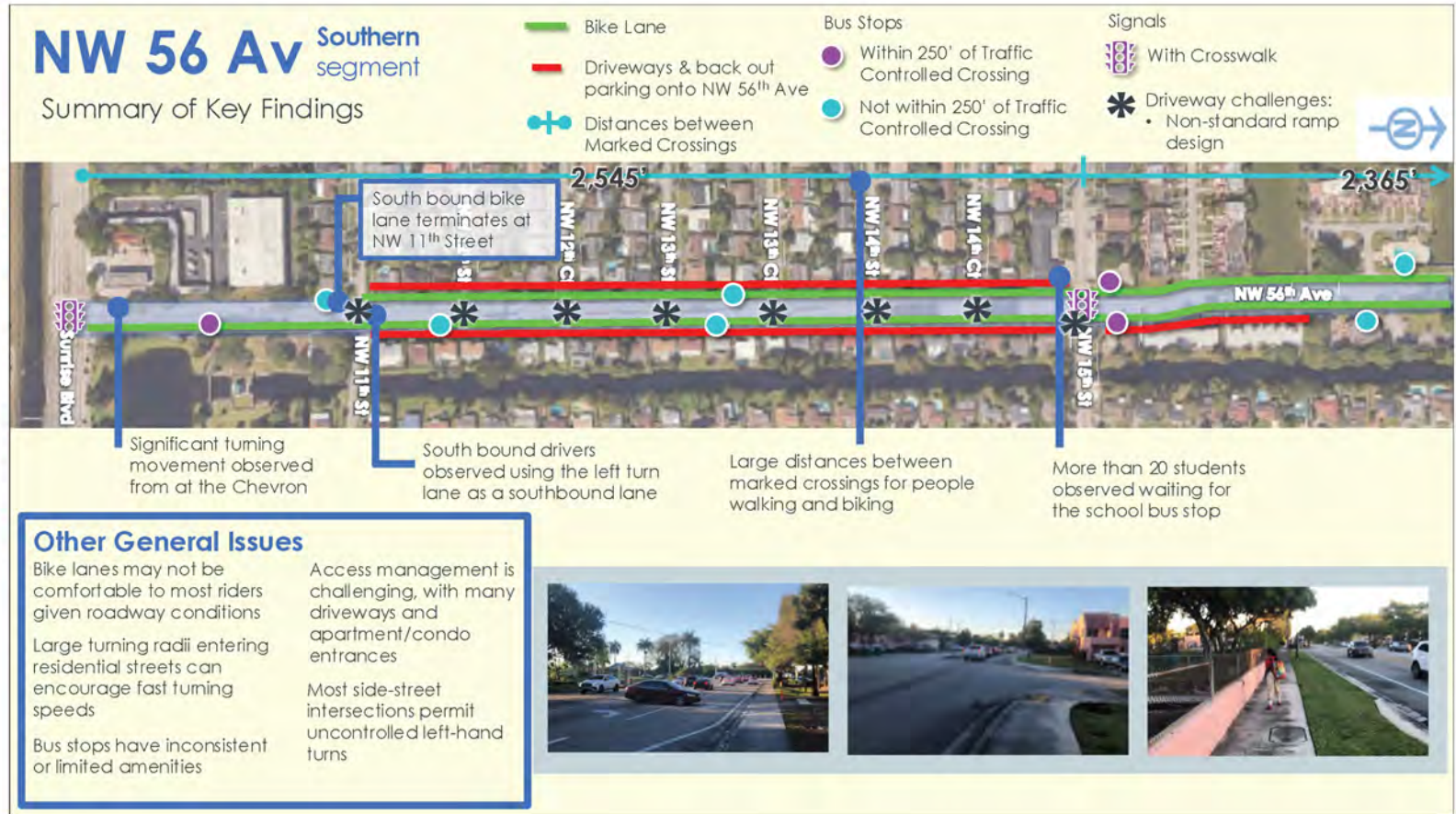
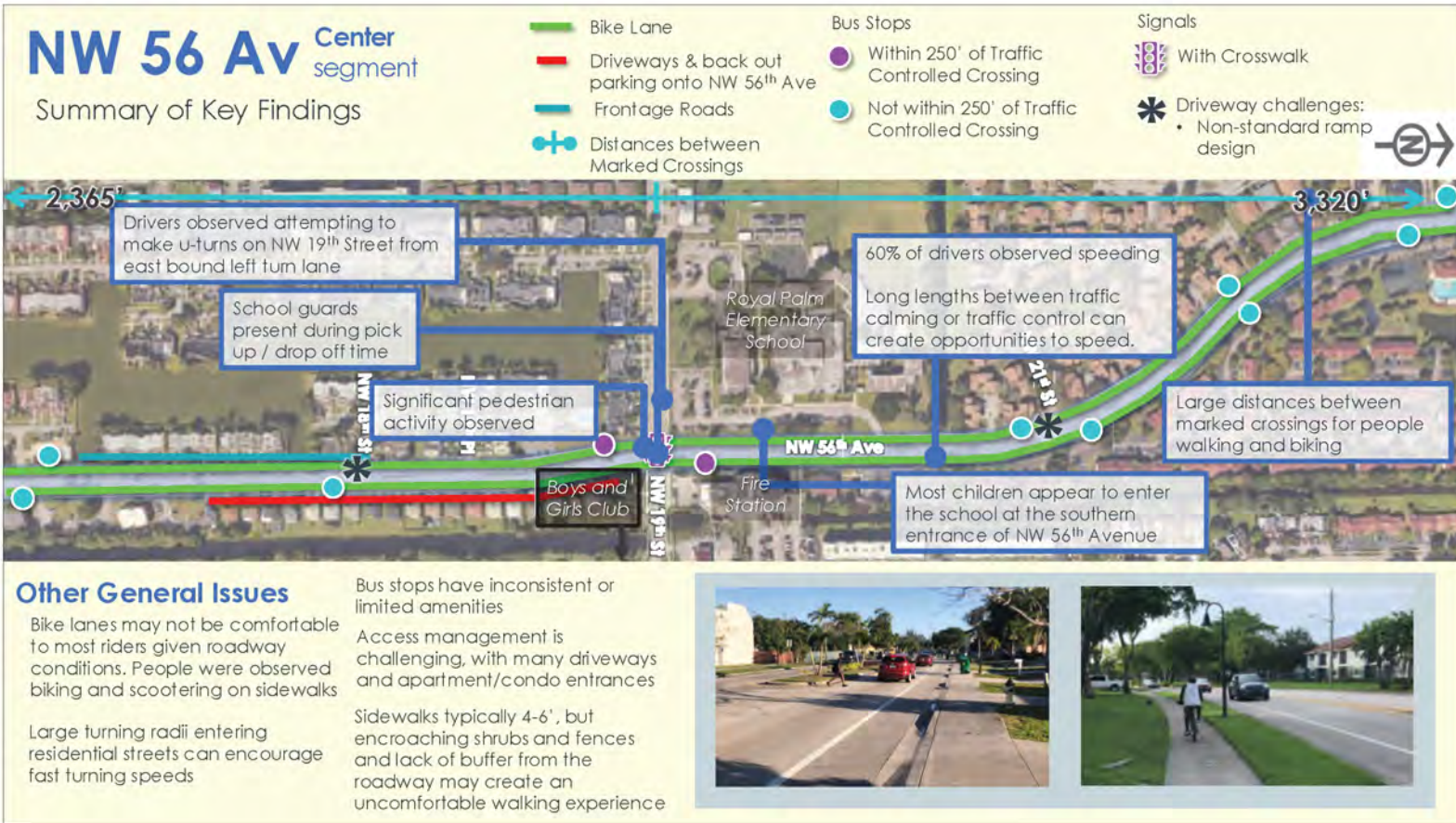
Summary of Key Findings



Other General Issues

- Bike lanes may not be comfortable to most riders given roadway conditions. People were observed biking and scootering on sidewalks
- Bus stops have inconsistent or limited amenities
- Access management is challenging, with many driveways and apartment/condo entrances
- Large turning radii entering residential streets can encourage fast turning speeds
- Number of lanes is inconstant throughout corridor
- Sidewalks typically 4-6', but encroaching shrubs and fences and lack of buffer from the roadway may create an uncomfortable walking experience
- Parents and children were observed walking throughout the corridor to school



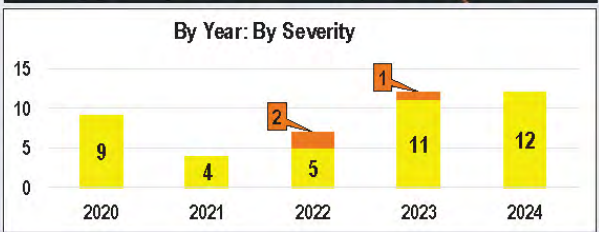
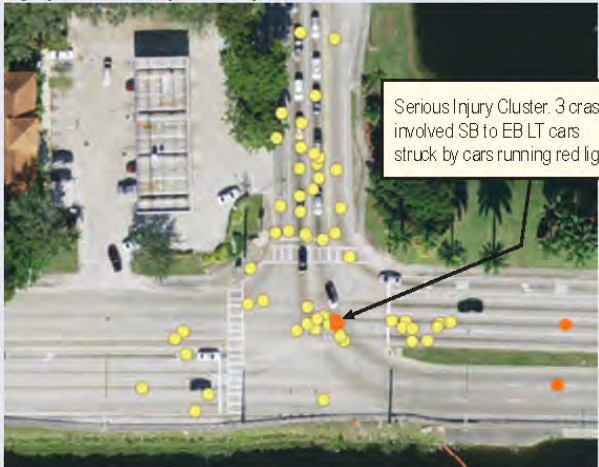


NW 56 Av @ Sunrise Blvd

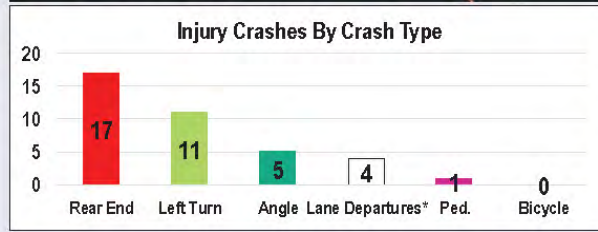
44 Injury Crashes (2020-2024) within 150 ft of intersection

36% of Injury Crashes occurred at Night

Injury Crashes, by Severity



Injury Crashes, by Crash Type (excluding Unknown or Other)



NW 19 St to Central Broward Park

About the Corridor



One Corridor—Different Needs

- West of NW 43 Av, the corridor is made up of local streets predominantly serving as access to residential homes and for kids and families to travel to school or to the Boys & Girls Club
- East of NW 43 Av, the corridor serves both local trips but also regional car trips to the commercial business that line N State Road 7 but have access points along NW 16 St



NW 19 St to Central Broward Park Western segment

Summary of Key Findings

- Shared Use Path
- Speed Hump
- Signal With Crosswalk
- Driveways & back out parking onto corridor
- Driveway challenges: Non-standard ramp design, Missing tactile warning surfaces
- Bus Stops: Within 250' of Traffic Controlled Crossing, Not within 250' of Traffic Controlled Crossing, All-way Stop With Crosswalks
- Distances between Marked Crossings

Other General Issues

Sidewalks are narrow through the corridor (~3-5 ft)
Large turning radii entering residential streets can encourage fast turning speeds
Most side-street intersections permit uncontrolled left-hand turns

Bus stops have inconsistent or limited amenities
No existing bike facilities connecting people to the SUP or pedestrian bridge



NW 19 St to Central Broward Park Eastern segment

Summary of Key Findings

- All-way Stop With Crosswalks
- All-way Stop Without Crosswalks
- Signals: With Crosswalk, Unsignalized Crossing
- Bus Stops: Within 250' of Traffic Controlled Crossing, Not within 250' of Traffic Controlled Crossing

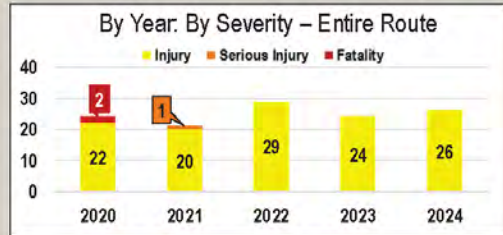


Other General Issues

Large turning radii entering residential streets can encourage fast turning speeds
No existing bike facilities throughout the corridor

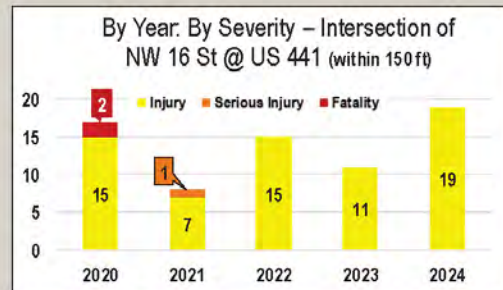


NW 19 St to Central Broward Park Injury Crashes (2020-2024) 124 Crashes (Injury + KSI)



The number of crashes has been consistent over the 5-year period, with a decrease in crash severity.

The below table presents the annual trend for the intersection of US 441 at NW 16 St. All KSI occurred at this intersection, which is a significant barrier to providing access from the western neighborhoods to the County's Regional Park.



Map of Injury Crashes, by Severity



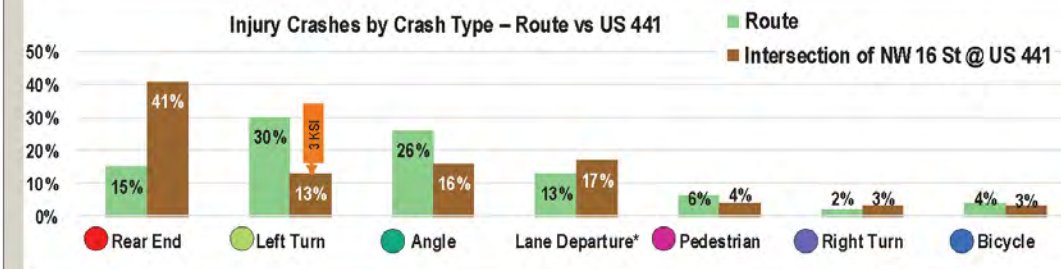
38% of Injury Crashes occurred at Night (33% of KSI crashes)

Map of Injury Crashes involving Pedestrians or Bicyclists, by Severity



NW 19 St to Central Broward Park Injury Crashes (2020-2024) 124 Crashes (Injury + KSI)

Map of Injury Crashes, by Crash Type (excluding Unknown or Other)



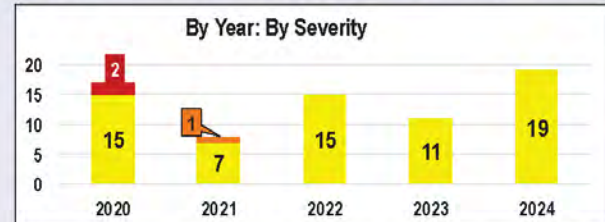
The variation in frequency of crash type is notable, particularly with rear end crashes. 41% of all injury crashes at the intersection of NW 16 St and US 441 are caused by rear end collisions. However left turn crashes are causing the most severe injuries at the intersection.

NW 16 St @ US 441

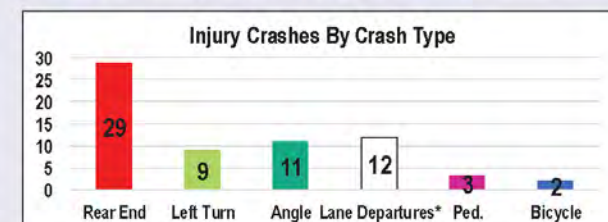
70 Injury Crashes (2020-2024) within 150 ft of intersection

44% of Injury Crashes occurred at Night

Injury Crashes, by Severity



Injury Crashes, by Crash Type (excluding Unknown or Other)



Sunrise Blvd

About the Corridor



Major Roadway – Major Changes

- Sunrise Blvd is a major east-west corridor that predominantly moves cars and serves car-centric uses
- There is access to a single-family neighborhood via W 34th Ave
- The Swap Shop property is anticipated to redevelop in the future development
- The future shared-use path also increases the need for access to the path and surrounding future uses.



Sunrise Blvd

Summary of Key Findings



People riding bikes must navigate high speed traffic using on/off ramps at large conflict zones.

The pathway for people walking is indirect as the sidewalk is on the outer edges of this large intersection

Sidewalks narrow further with limited separation from fast-moving travel lanes.

Intersection challenges:

- Missing tractive warning surfaces

Pedestrian bridge is not accessible from the sidewalk

Chevron access point creates turning conflicts near major intersection

Other General Issues

Limited bike lanes

Limited separation between people walking and fast-moving travel lanes making walking uncomfortable for most

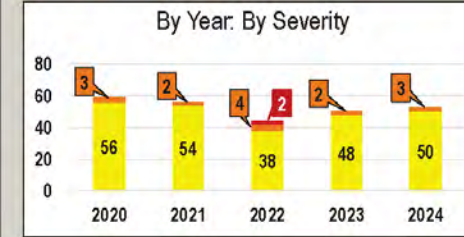
Bus amenities are inconsistent and high speed, multi-lane road may create an environment that is uncomfortable for transit riders to wait near

While there are few unprotected left turning conflicts, the roadway conditions can make navigating these particularly challenging to some drivers



Sunrise Blvd

Injury Crashes (2020-2024) 263 Crashes (Injury + KSI)



Yearly trends are holding fairly steady. While 2022 had the lowest number of injury crashes, it had the highest number of KSI.

Limited inclusion of injury crashes at intersection at NW 31 Av:
NW 31 Av was separately assessed as part of the Broward Safety Action Plan, including the identification of safety and mobility improvements. Therefore, this assessment only includes the injury crashes on the western leg on the intersection.

Map of Injury Crashes, by Severity



36% of Injury Crashes occurred at Night (53% of KSI crashes)

Map of Injury Crashes involving Pedestrians or Bicyclists, by Severity



Sunrise Blvd

Injury Crashes (2020-2024) 263 Crashes (Injury + KSI)

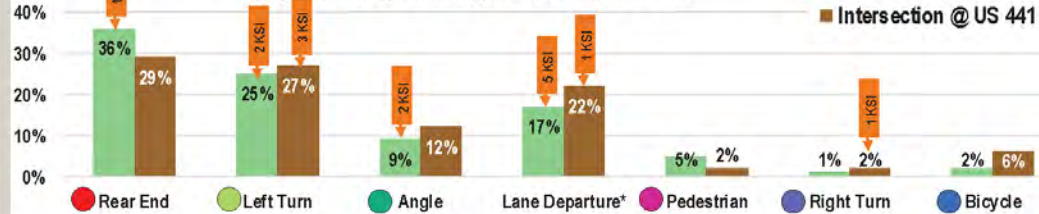
Legend

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover

Map of Injury Crashes, by Crash Type (excluding Unknown or Other)



Injury Crashes by Crash Type – Corridor vs US 441



Both on the corridor and at the intersection with US-441, rear end and left turn crashes comprise more than 50% of all injury crashes.

Lane Departure crashes are resulting in the most severe injuries on the corridor.