

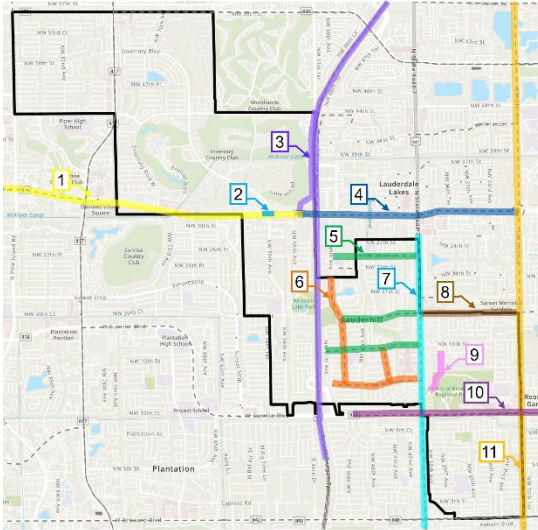


# Lauderhill Transportation Master Plan

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

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

- Milling and resurfacing the existing roadway from NW 43<sup>rd</sup> 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 19<sup>th</sup> Street from NW 49<sup>th</sup> Avenue to SR 7/US 441

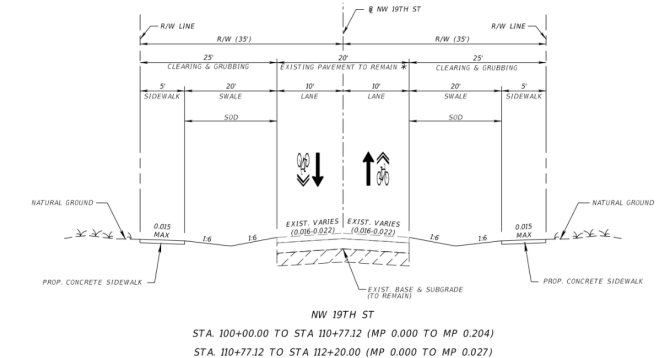
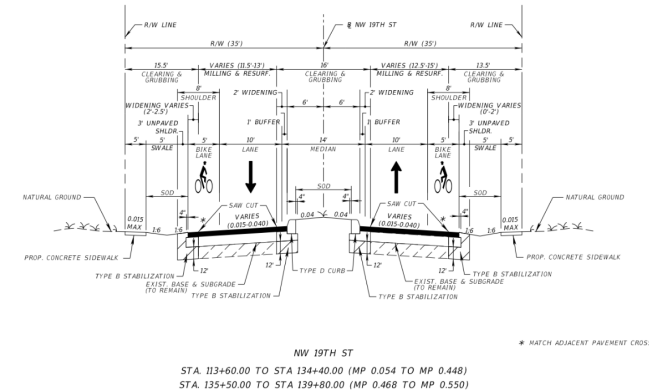
- Milling and resurfacing the existing roadway from NW 47<sup>th</sup> Avenue to SR 7/US 441 to ensure long-term resilience
- Minor roadway widening throughout project limits to accommodate 5-foot bicycle lanes
- Adding a continuous 5-foot concrete sidewalk in each direction within project limits to enhance safety and connectivity for pedestrians
- Upgrading curb ramps, pavement markings, and signage to improve visibility and accessibility

#### NW 26<sup>th</sup> Street from NW 49<sup>th</sup> Avenue to SR 7/US 441

- Milling and resurfacing the existing roadway from NW 49<sup>th</sup> Avenue to NW 46<sup>th</sup> Avenue and NW 42<sup>nd</sup> 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

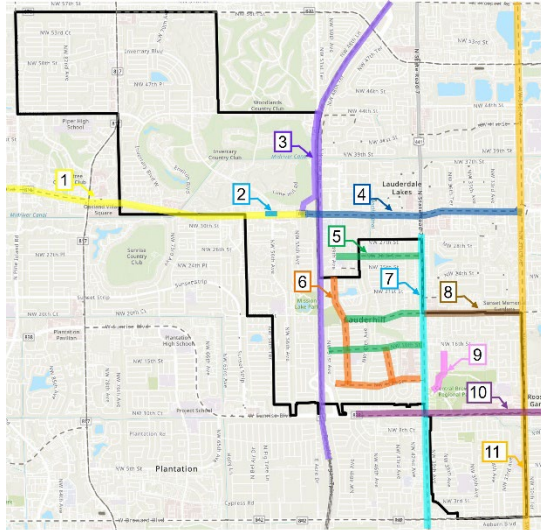
### TRAFFIC IMPACTS

- Lane closures along NW 16<sup>th</sup> Street, NW 19<sup>th</sup> Street, and NW 26<sup>th</sup> 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.flhwy.com/441dot.com)

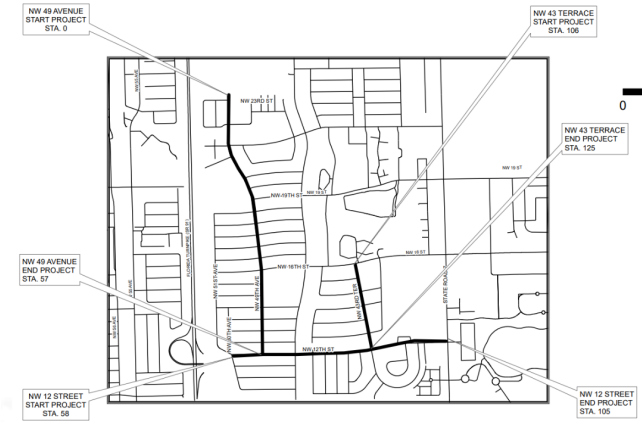




# Lauderhill TMP: Planned Improvements / Studies

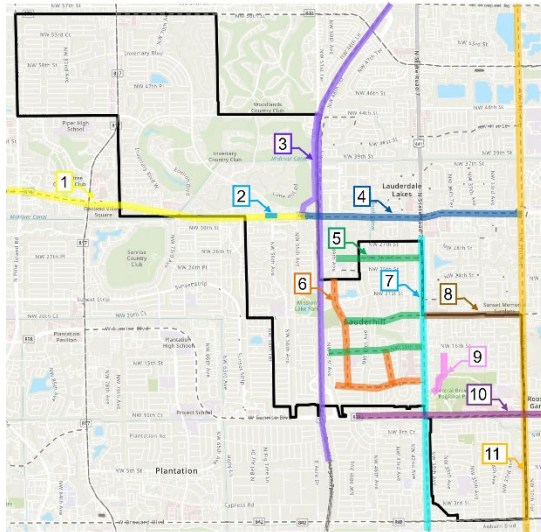


	Roadway	Ownership	Improvement / Study	Status
6	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design – FY 2028





# 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

## NW 19TH STREET


### NW 43<sup>RD</sup> TERRACE TO NW 31<sup>ST</sup> AVENUE

#### CORRIDOR SAFETY ANALYSIS SUMMARY




**SAFE STREETS  
4 BROWARD**  
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[www.safestreet4broward.org](http://www.safestreet4broward.org)



**Broward MPO**  
Metropolitan Planning Organization



**BROWARD COUNTY**  
FLORIDA



#### TOTAL CRASHES BY YEAR

**130** crashes/year  
(2019-2023)

Year	2019	2020	2021	2022	2023
Crashes	133	141	130	129	115

#### TOTAL ECONOMIC IMPACT\*

**\$109,890,110**

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#### KSI PER YEAR


**2** crashes/year  
(2019-2023)

Year	2019	2020	2021	2022	2023
KSI	4	5	2	1	1

#### TOTAL ECONOMIC IMPACT\*

**\$49,776,210**

Analysis period: 2019-2023



NW 19<sup>th</sup> Street Corridor Limits: from NW 43<sup>rd</sup> Terrace to NW 31<sup>st</sup> Avenue

#### CORRIDOR CHARACTERISTICS

- Number of lanes: 4
- Number of transit stops: 9
- Route number(s): 40
- Functional classification: Collector

#### EQUITY

- MPO Equity Area
- ETC Tool
- Justice 40

#### TRAFFIC CONDITIONS

- AADT (2023): 15,600 - 17,000 vpd
- Posted Speed: 35 mph
- Weekday Actual Speed (85th Percentile): 45 mph
- Weekend Actual Speed (85th Percentile): 47 mph

#### CONTEXT

Urban

Context classification: C4

#### KSI BY MODE (KSI)

\*people involved

4 killed/fatalities

0% pedestrian | 0% bicycle | 25% motorcycle | 75% vehicle

7 serious injuries

0% Bicycle | 0% pedestrian | 43% motorcyclist | 57% vehicle

Analysis period: 2019-2023

#### WHEN (ALL CRASHES)

Day Crashes  
**66%**

Night Crashes  
**34%**

#### CRASHES RESULTING IN A KSI

Time	Weekdays	Weekends
Percentage	1%	3%

Sunday: 4% of crashes resulting in a KSI

Analysis period: 2019-2023

#### WHERE (ALL CRASHES)

29% Crashes at intersection

71% Crashes not at intersection

Analysis period: 2019-2023

#### ENVIRONMENTAL FACTOR

82% On dry roads

18% On wet roads

#### BEHAVIORAL FACTORS

6% Distracted driving

0.2% Alcohol/Drugs

2% Speeding / Aggressive driving

Analysis period: 2019-2023

#### POTENTIAL CONTRIBUTING FACTORS (ALL CRASHES)

27% Off Road

9% Angle

18% Left Turn

9% Rear End

27% Head On

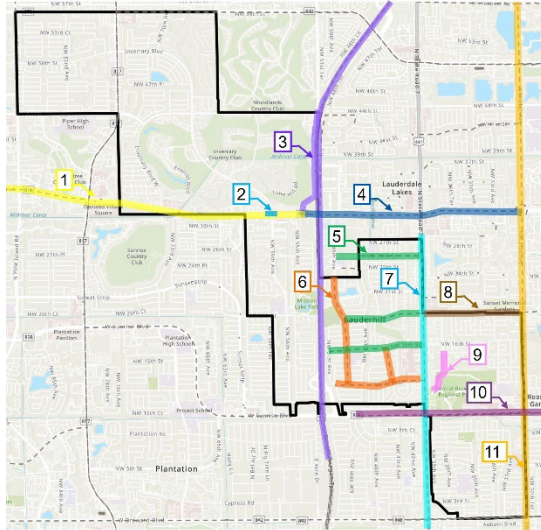
9% Sideswipe

Analysis period: 2019-2023


\* Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the crash, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Sources: Crash data: Signal Four Analytics; Speed Data: Field Counts; Economic Data: FDOT KABCO Crash Costs; AADT: FDOT Traffic Online; Context Classification: FDOT Context Classification Map

# 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



**TRANSPORTATION SURTAX FUNDED PROJECTS**

**Project Name:**

- The NW 38th Avenue Connector Road Project

**Project Type:**

- Congestion Management

**Current Phase:**

- Design

**Fiscal Year of award:**

- 2027

**Project Description:**

- New Roadway or Bridge

**Project Location:**

- Central Broward Regional Park

**Project Limits:**

- NW 11 Pl through Central Broward Regional Park and across NW 13 St to NW 15 St

**Surtax Funding Awarded to date:**

- \$10,875,011.00

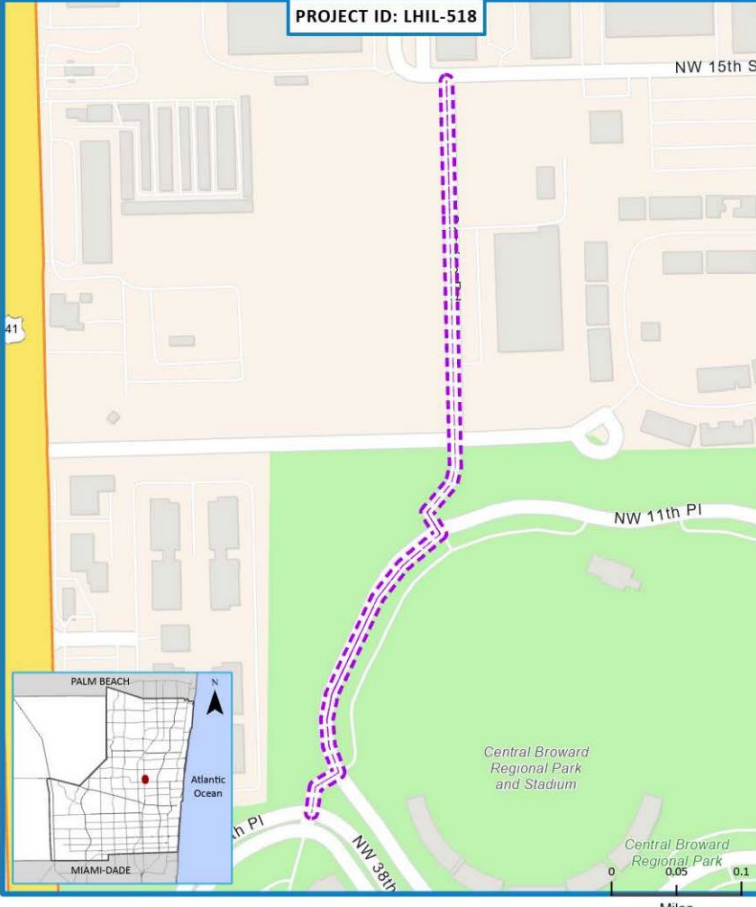
**Geographic Area Coverage:**

- County Commission District: 9
- Municipality: Lauderhill

• Zip Code: 33311

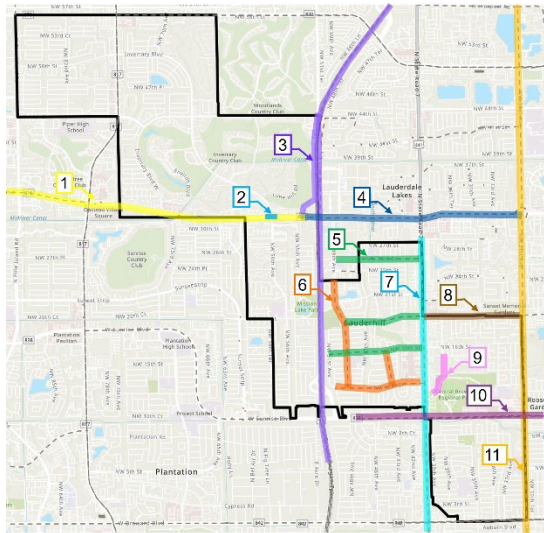
**Questions?**  
 To find out more about this project or anything related to MAP Broward, contact Mobility Advancement Program Administration at: (954) 357-9501 or via email at [mapsocial@broward.org](mailto:mapsocial@broward.org)  
**Interested in the Independent Transportation Surtax Oversight Board?**  
 Visit: <https://mapbroward.broward.org>

**DISCLAIMER**  
 Every reasonable effort has been made to assure the accuracy of this map. Broward County does not assume any liability arising from use of this map. **THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND**, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.  
 Municipal projects that are labeled as "citywide" for Planning or Design phases will be updated with specific location information if the project(s) move into Construction phase(s).  
**SOURCES**  
 BCGIS, Public Works Department, Transportation Department, Broward MPO, and Municipal R&M Surtax Application Portal  
 Printed: October-2024

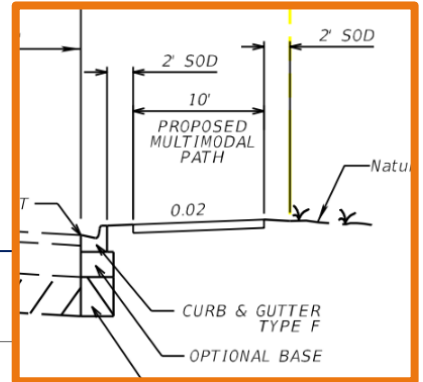




# Lauderhill TMP: Planned Improvements / Studies



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



## NW 31ST AVENUE NW 8TH PLACE TO McNAB ROAD CORRIDOR SAFETY ANALYSIS SUMMARY

**SAFE STREETS 4 BROWARD**  
Powered by The Broward MPO & Broward County

**Broward MPO**  
Metropolitan Planning Organization

**BROWARD COUNTY**  
FLORIDA

### CRASHES BY YEAR

609 crashes/year (2019-2023)

Year	2019	2020	2021	2022	2023
Crashes	699	494	603	610	628

### TOTAL ECONOMIC IMPACT\*

\$ 271,068,270

### KSI PER YEAR

10 crashes/year (2019-2023)

Year	2019	2020	2021	2022	2023
KSI	9	10	8	7	15

### TOTAL ECONOMIC IMPACT\*

\$ 143,533,170

### CORRIDOR CHARACTERISTICS

- Number of lanes: 6
- Number of transit stops: 50
- Route number(s): 31, 40
- Functional classification: Minor Arterial

### EQUITY

- MPO Equity Area
- ETC Tool
- Justice 40

### CONTEXT

Urban

Context classification: C4

### TRAFFIC CONDITIONS

- AADT (2023): 26,500 - 45,000 vpd
- Posted Speed: 45 mph
- Weekday Actual Speed (85th Percentile): 52 mph
- Weekend Actual Speed (85th Percentile): 53 mph

### 11 killed/fatalities

64% pedestrian | 9% motorcycle | 27% vehicle

### 37 serious injuries

14% Bicycle | 11% pedestrian | 5% motorcycle | 70% vehicle

Analysis period: 2019-2023

### WHEN (ALL CRASHES)

Day Crashes: 69%

Night Crashes: 31%

### CRASHES RESULTING IN A KSI

Day	Weekdays	Weekends	Sunday
Percentage	1%	2%	3%

Analysis period: 2019-2023

### WHERE (ALL CRASHES)

26% Crashes at intersection

74% Crashes not at intersection

Analysis period: 2019-2023

### POTENTIAL CONTRIBUTING FACTORS (ALL CRASHES)

Factor	On dry roads	On wet roads	Distracted driving	Alcohol/Drugs	Speeding / Aggressive driving
Percentage	87%	13%	15%	1%	2%

Analysis period: 2019-2023

### CRASH TYPE (KSI CRASHES)

Type	Off Road	Angle	Left Turn	Overturn	Pedestrian	Rear End	Bicycle	Sideswipe
Percentage	6%	7%	22%	2%	22%	14%	6%	12%

Analysis period: 2019-2023

\* Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the crash, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Sources: Crash data: Signal Four Analytics; Speed Data: Field Counts; Economic Data: FDOT KABCO Crash Costs; AADT: FDOT Traffic Inflow; Context Classification: FDOT Context Classification Map

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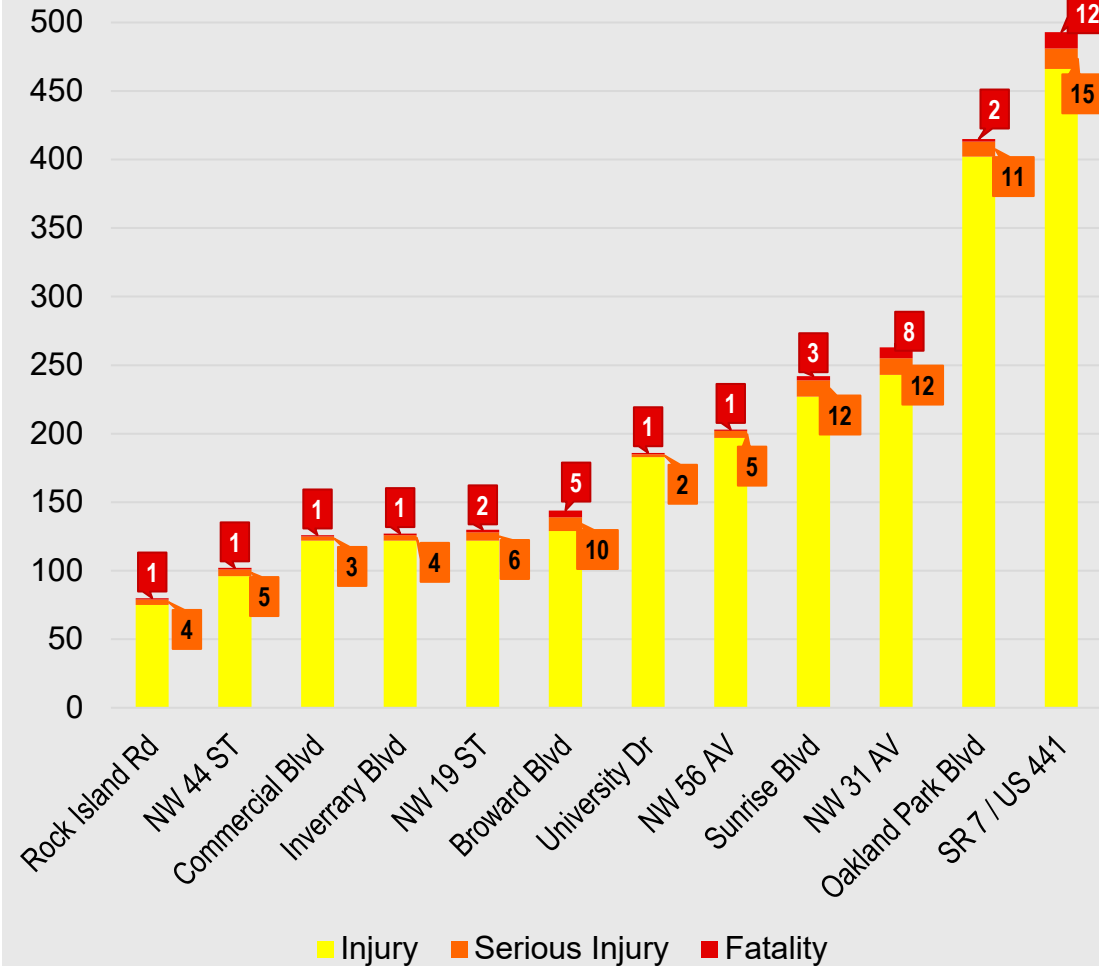
Sources: Crash data: Signal Four Analytics; Speed Data: Field Counts; Economic Data: FDOT KABCO Crash Costs; AADT: FDOT Traffic Inflow; Context Classification: FDOT Context Classification Map

# Lauderhill TMP: Injury Crashes (2019 – 2023)

## All Crashes



## Top 12 Roadways for Injury Crashes with KSI noted



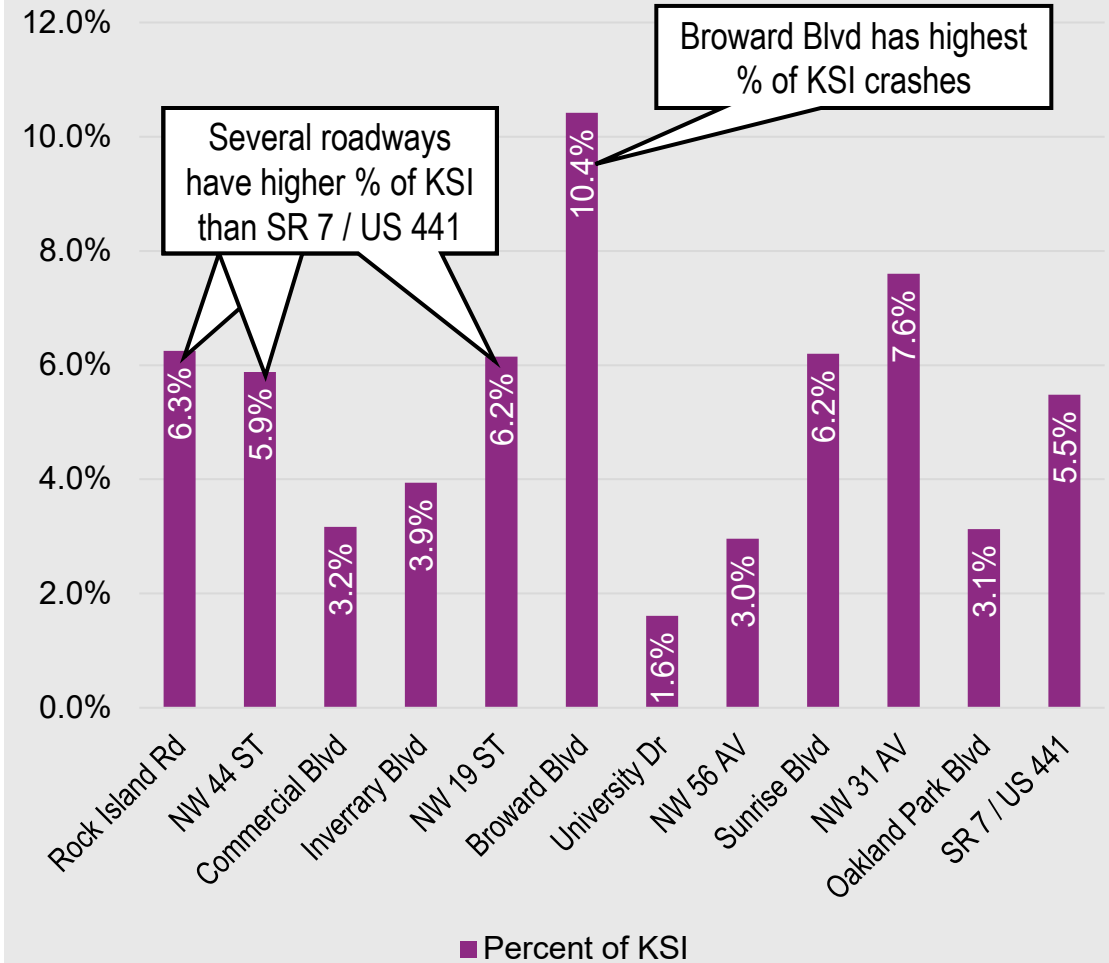


# Lauderhill TMP: Injury Crashes (2019 – 2023)

## All Crashes

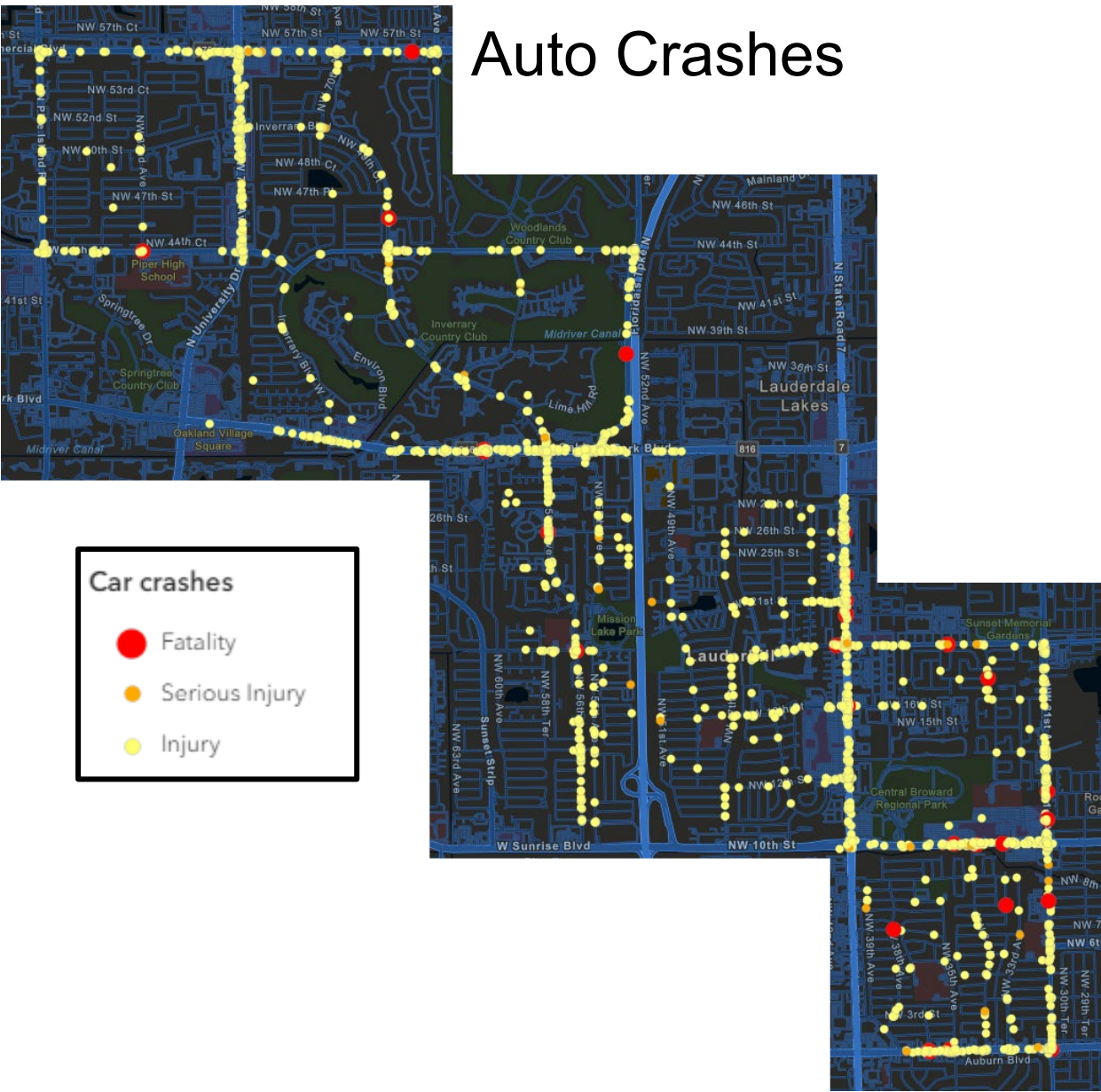


## Top 12 Roadways for % of KSI Crashes per all Injury Crashes

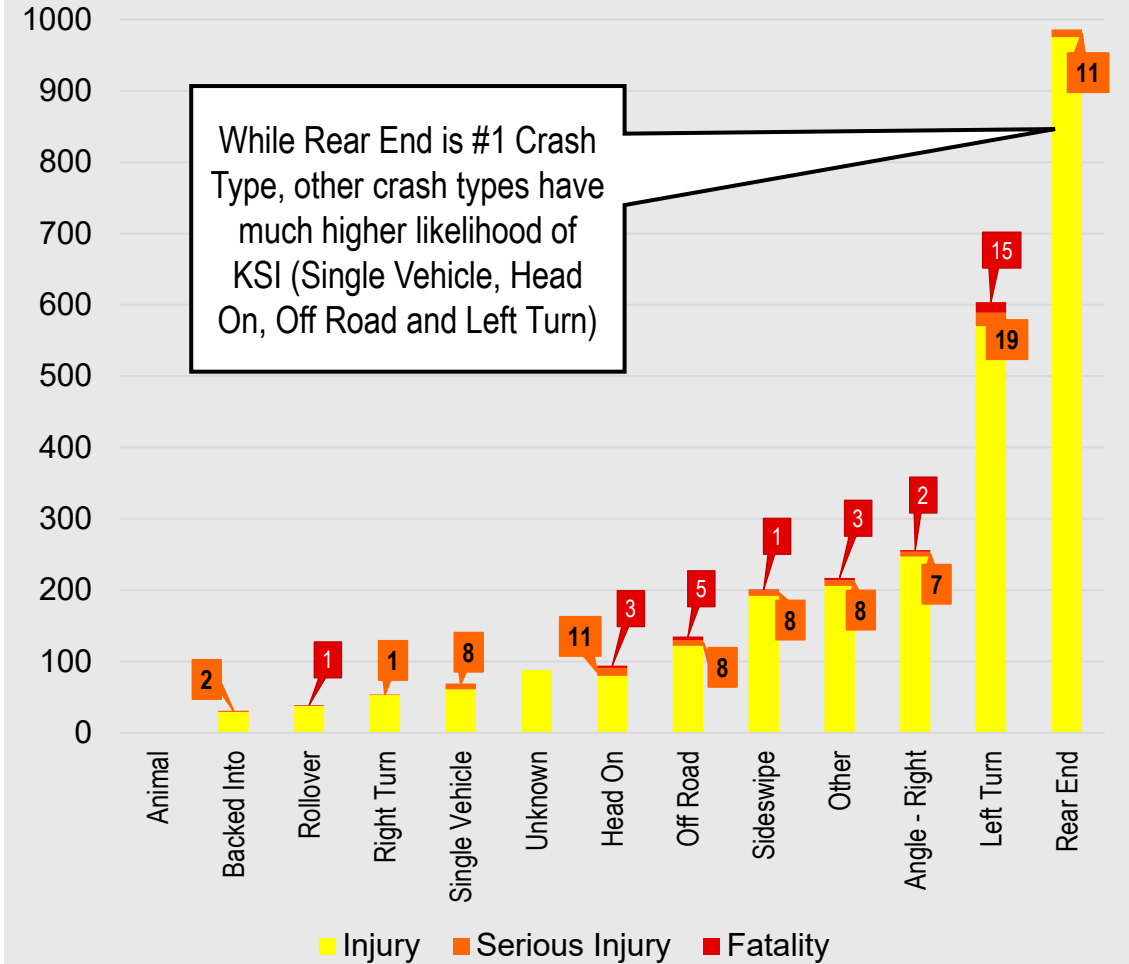


# Lauderhill TMP: Injury Crashes (2019 – 2023)

## Auto Crashes



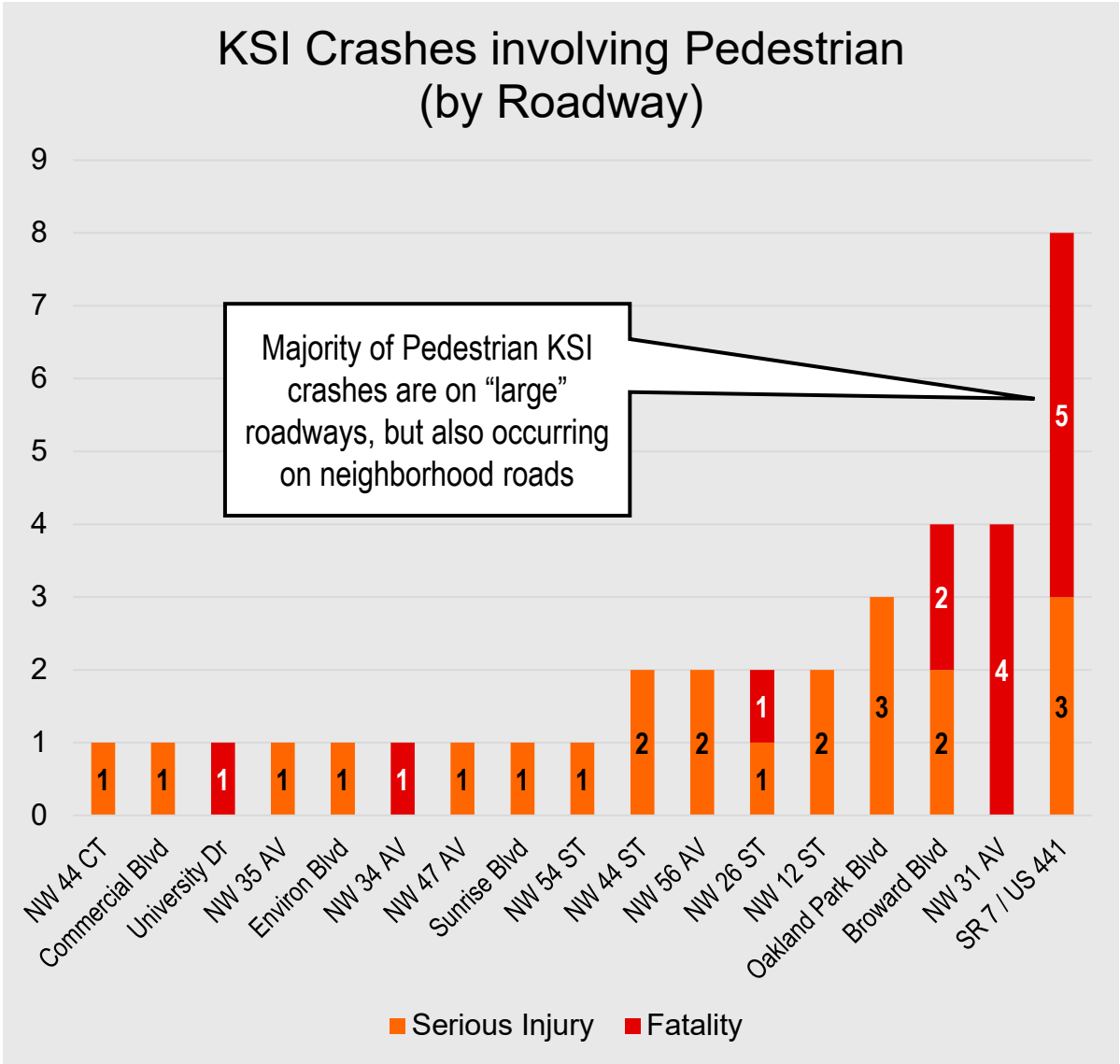
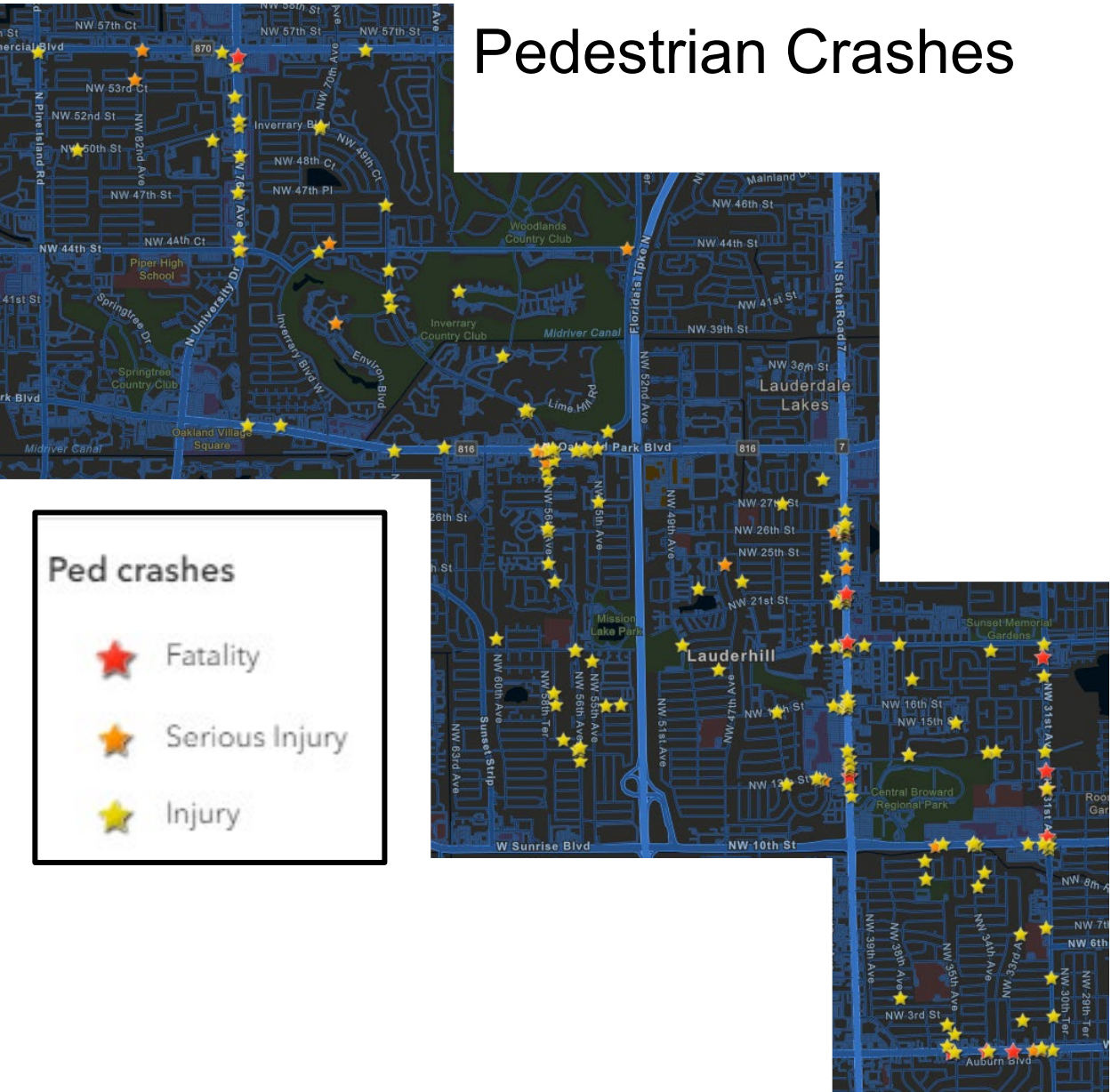
## Injury Crashes by Crash Type (Excluding Ped & Bike)





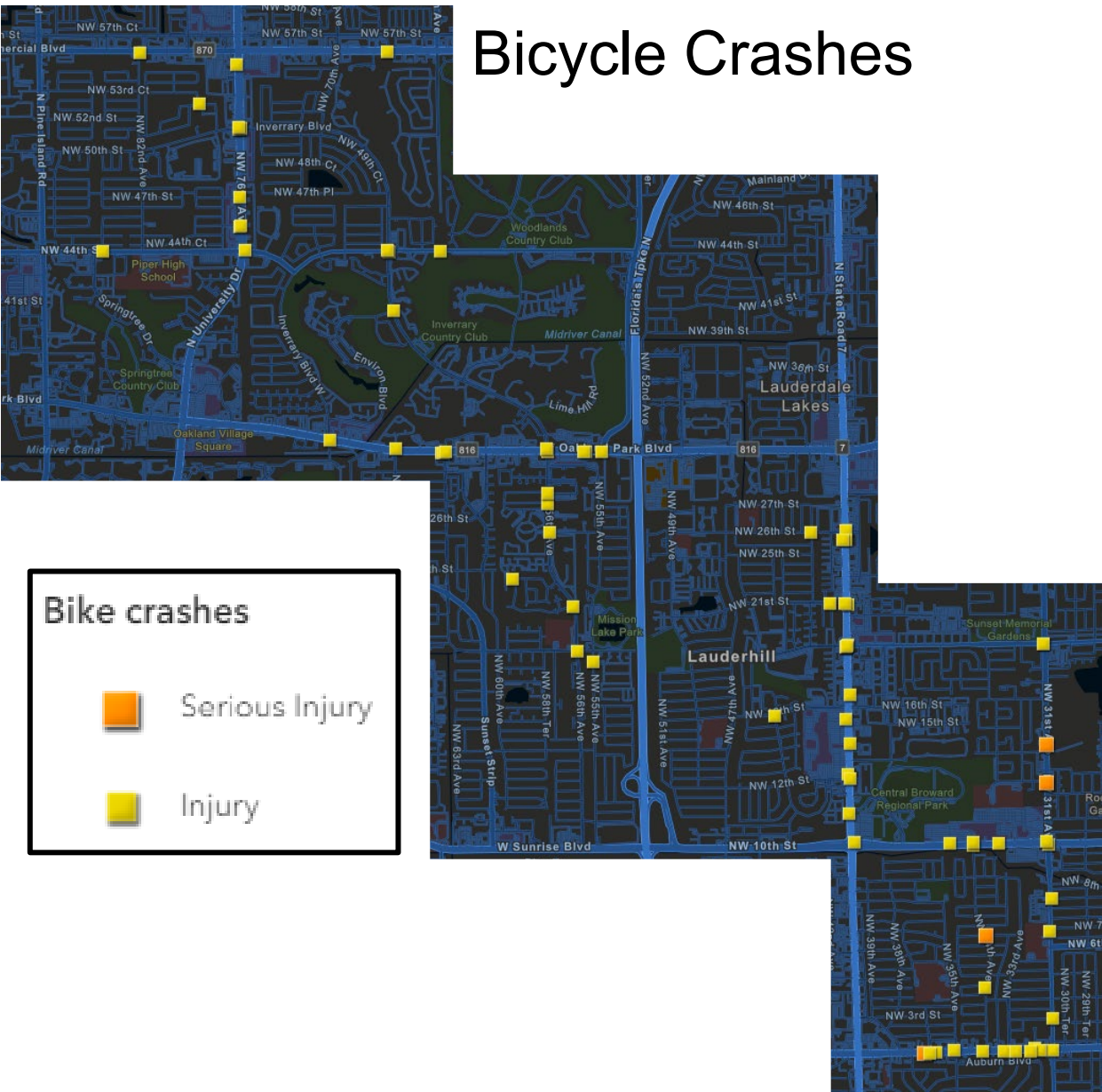
# Lauderhill TMP: Injury Crashes (2019 – 2023)

## Pedestrian Crashes

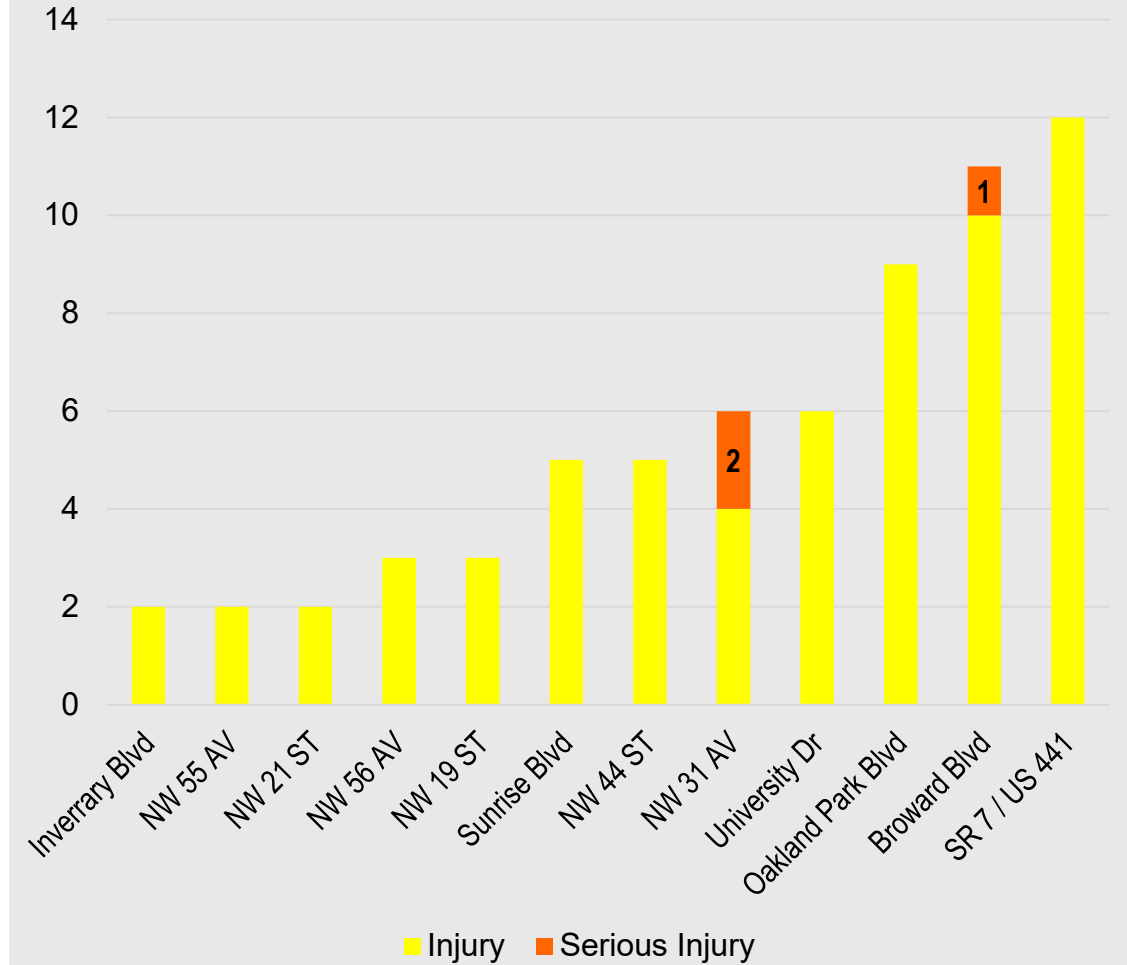


# Lauderhill TMP: Injury Crashes (2019 – 2023)

## Bicycle Crashes

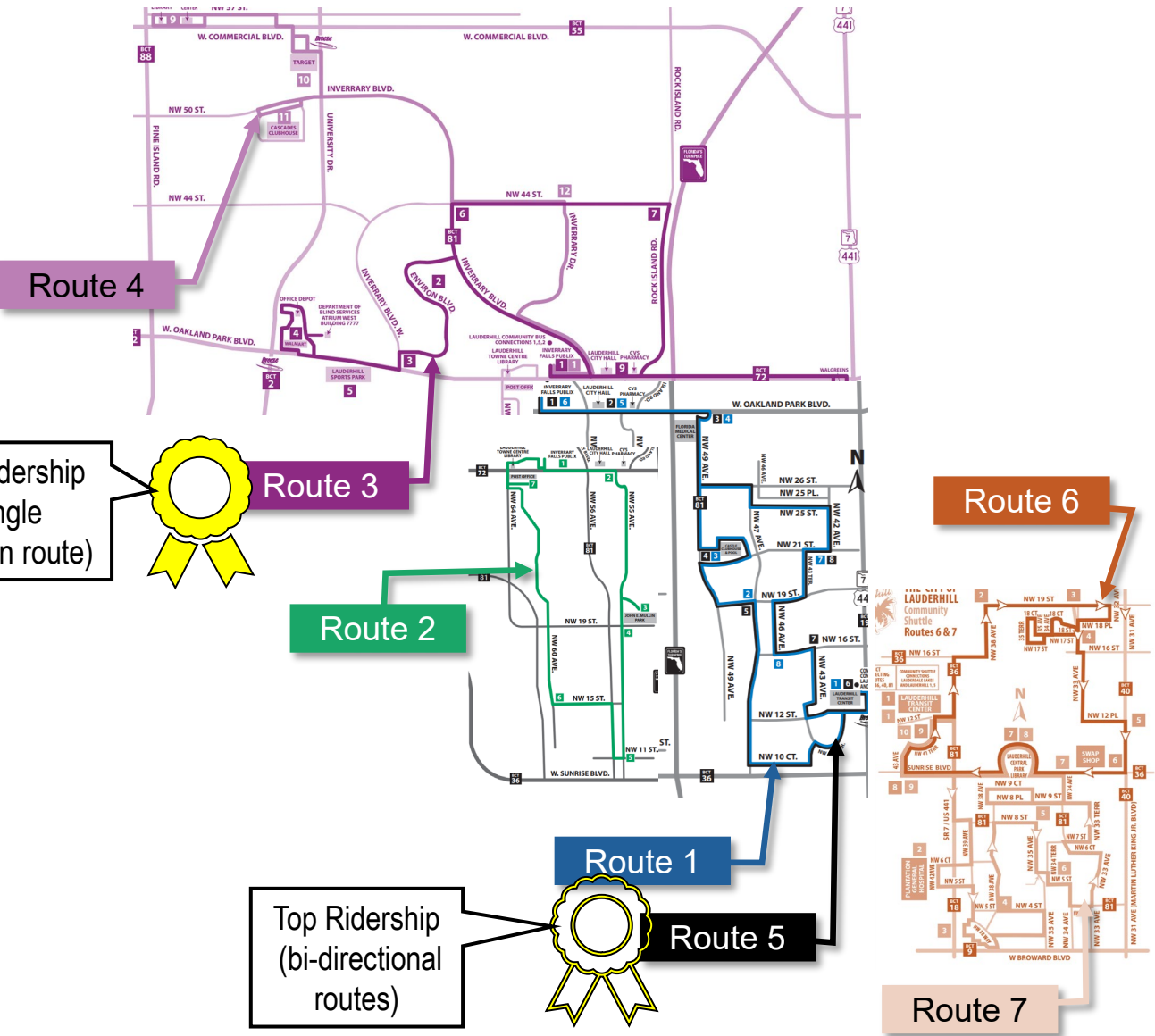


## Roadways with >1 Injury Crash involving Bicyclist

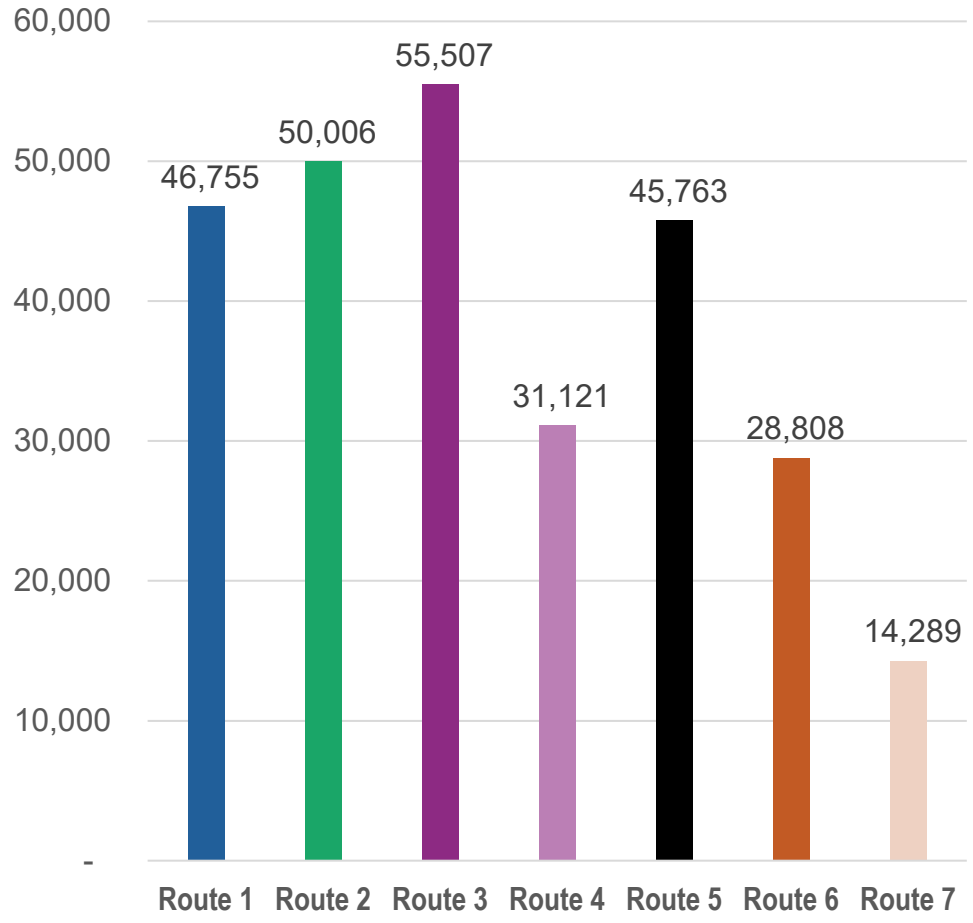




# Lauderhill TMP: Community Shuttle Ridership

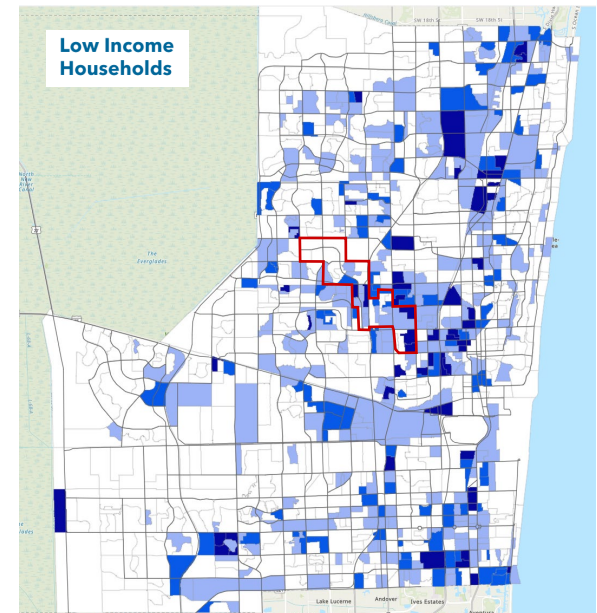
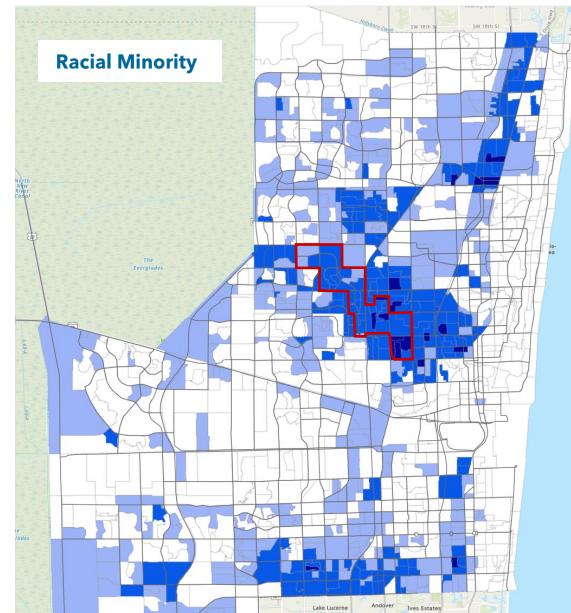
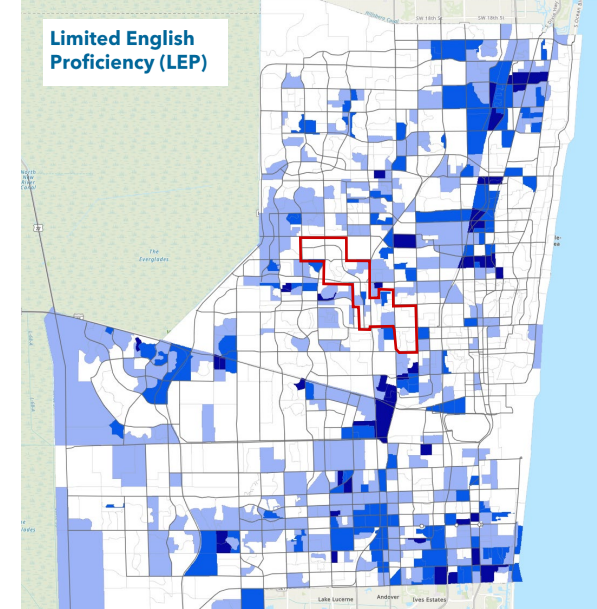
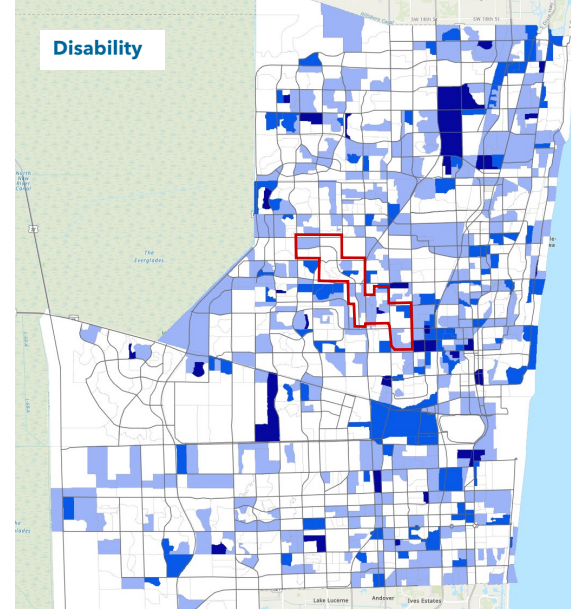
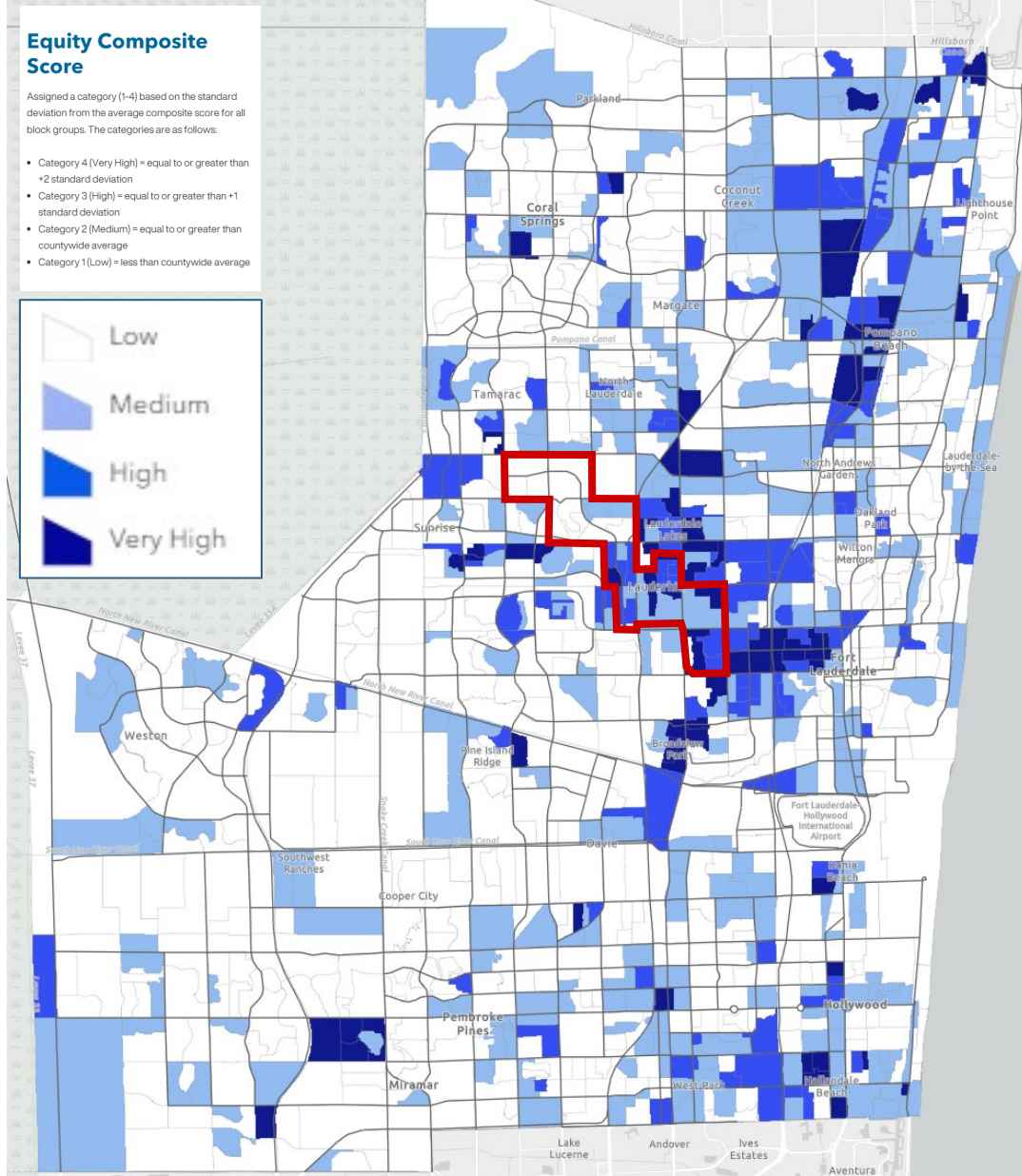


2023 Ridership



# 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.



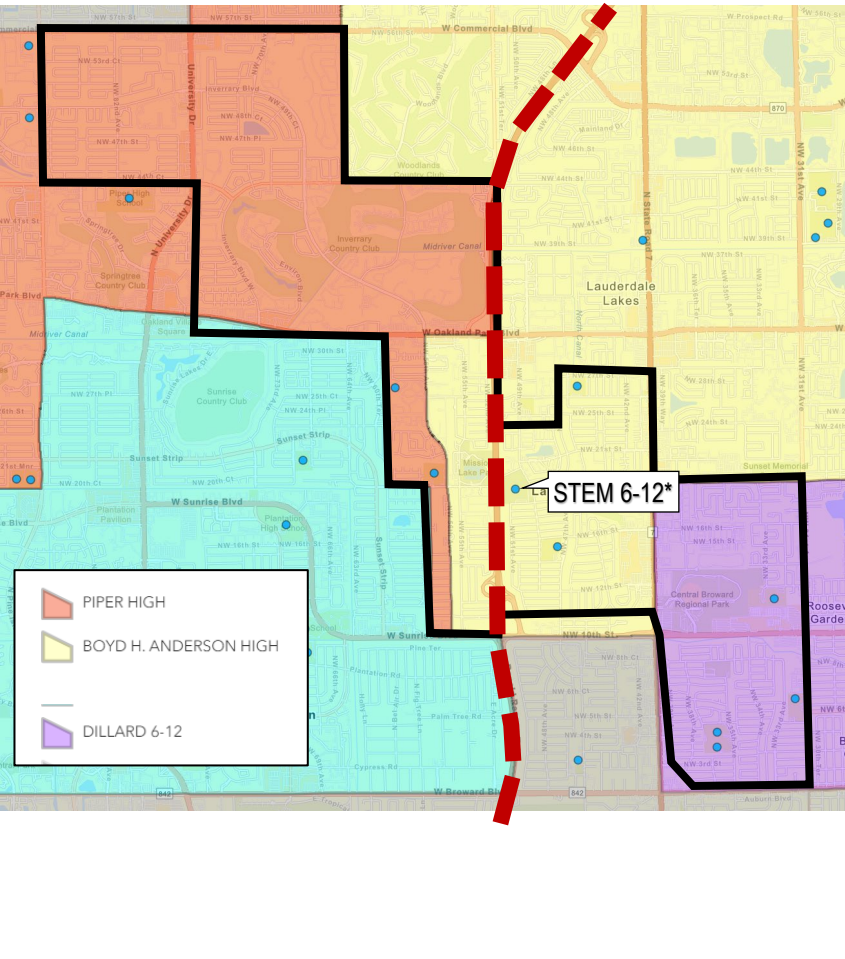
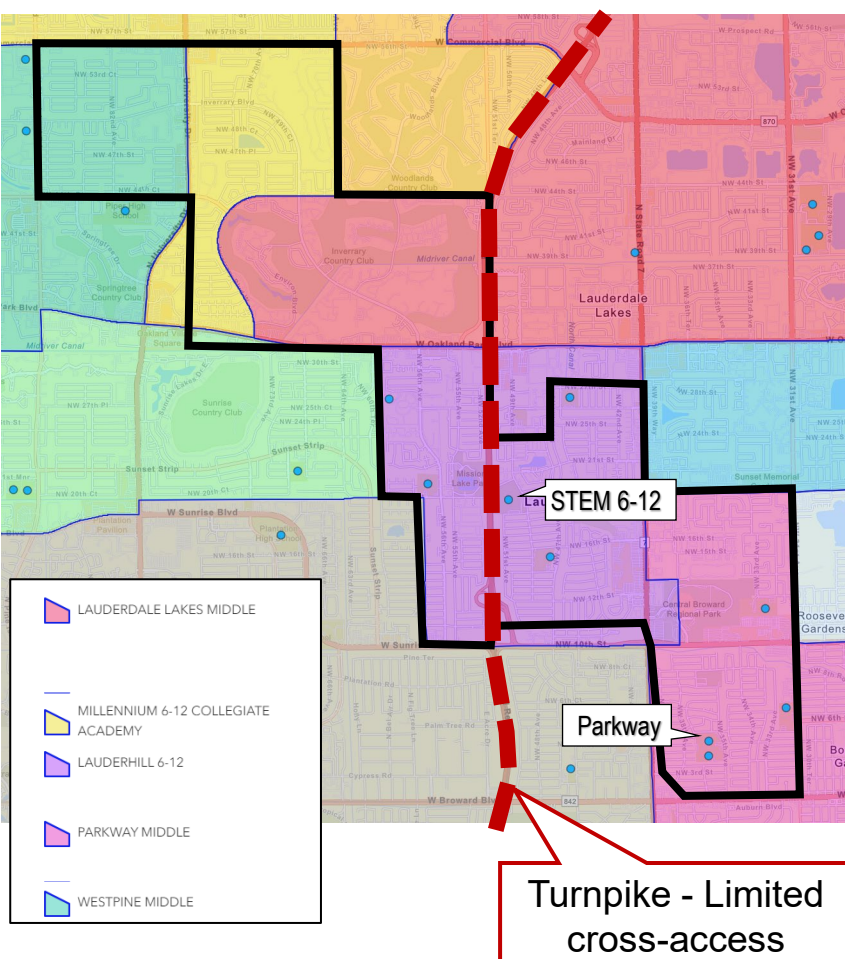
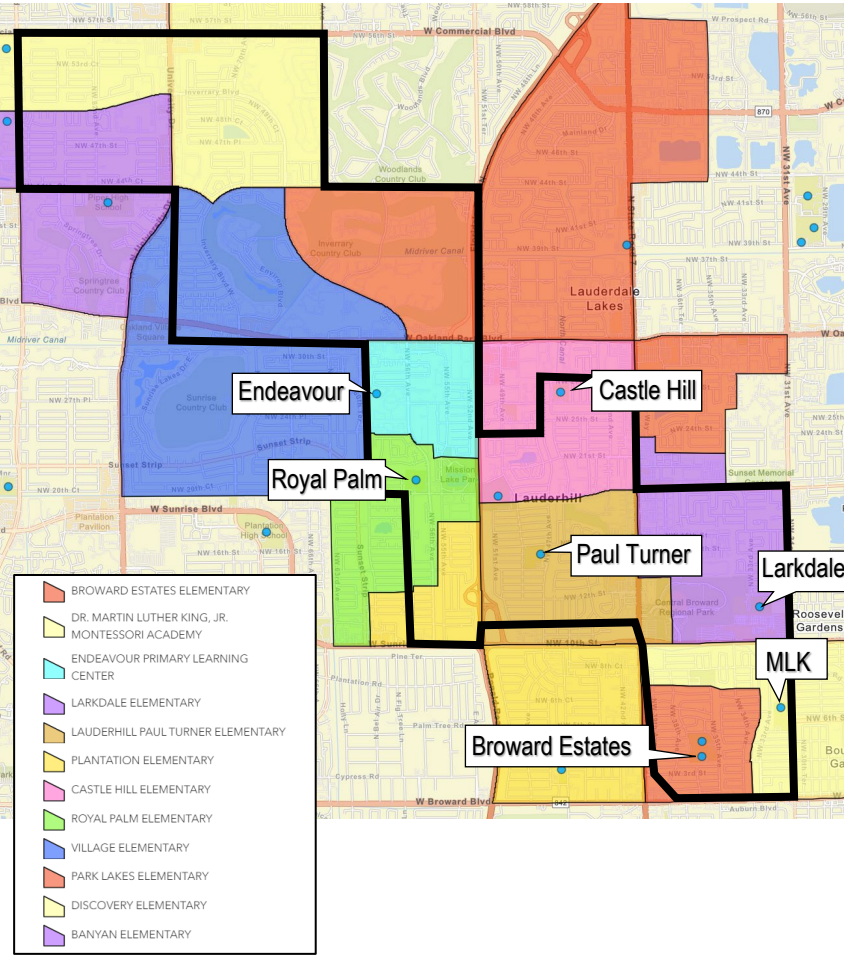


# Lauderhill TMP: Public Schools & Boundaries

7 Elementary Schools in City  
12 Elementary Schools Boundaries

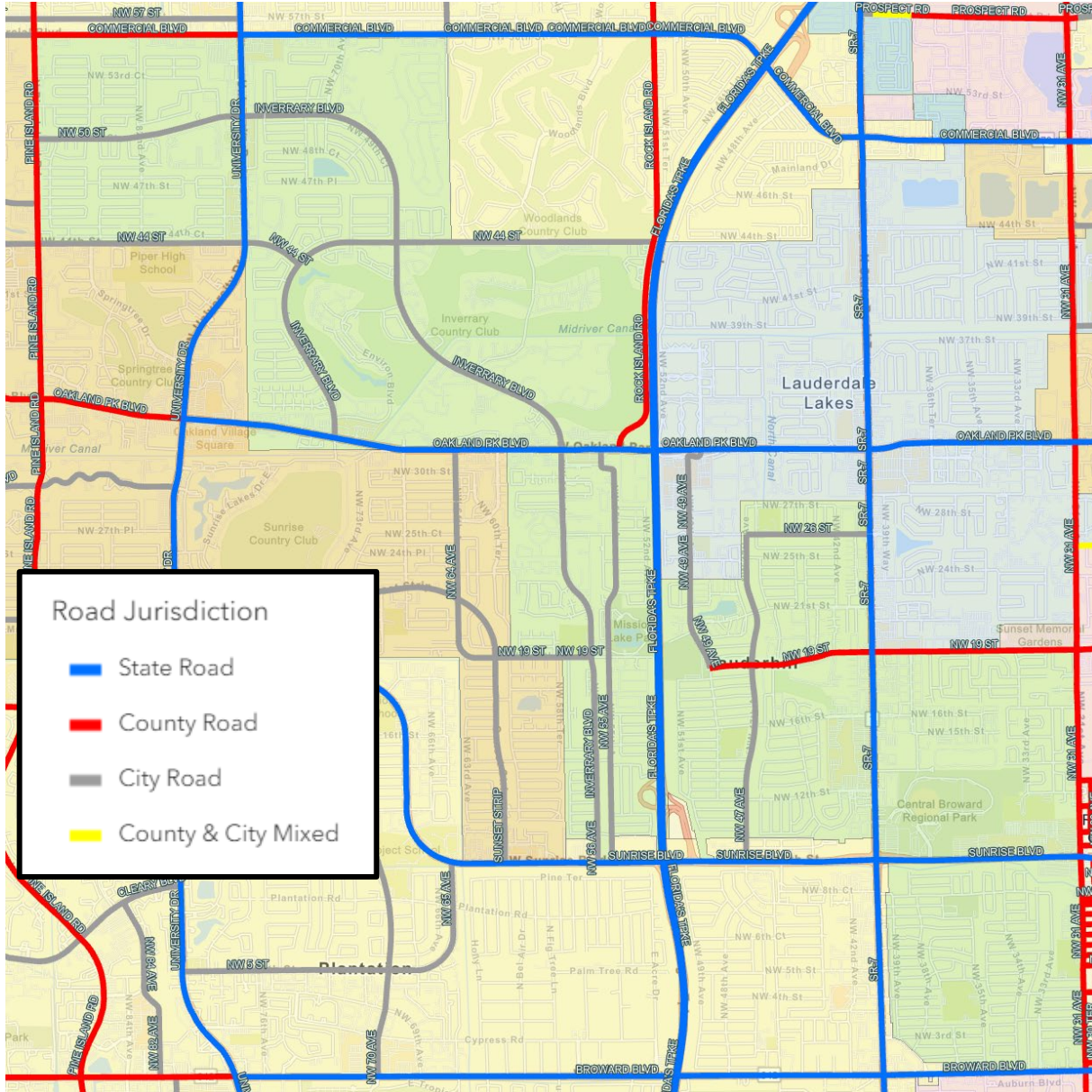
2 Middle Schools in City  
5 Middle Schools Boundaries

1 High School in City\*  
4 High School Boundaries\*





# Roadway Jurisdiction



# Functional Classification

