Lauderhill
Transportation Master Plan

Stakeholder Meeting: **Broward County**
Potential Solutions

Broward MPO
Metropolitan Planning Organization

Lauderhill
All-America City

April 29, 2025

BrowardMPO.org

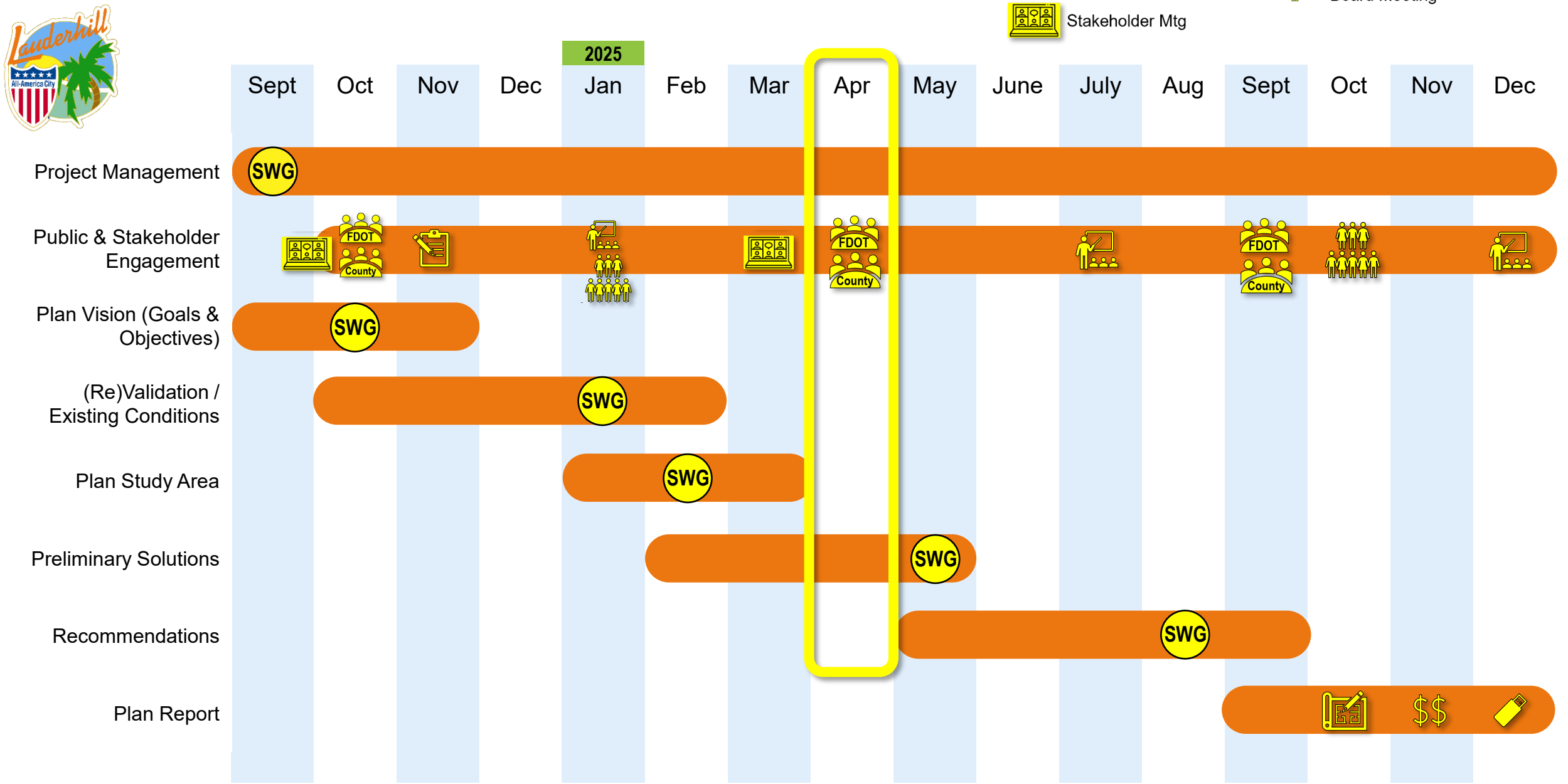
Agenda

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*

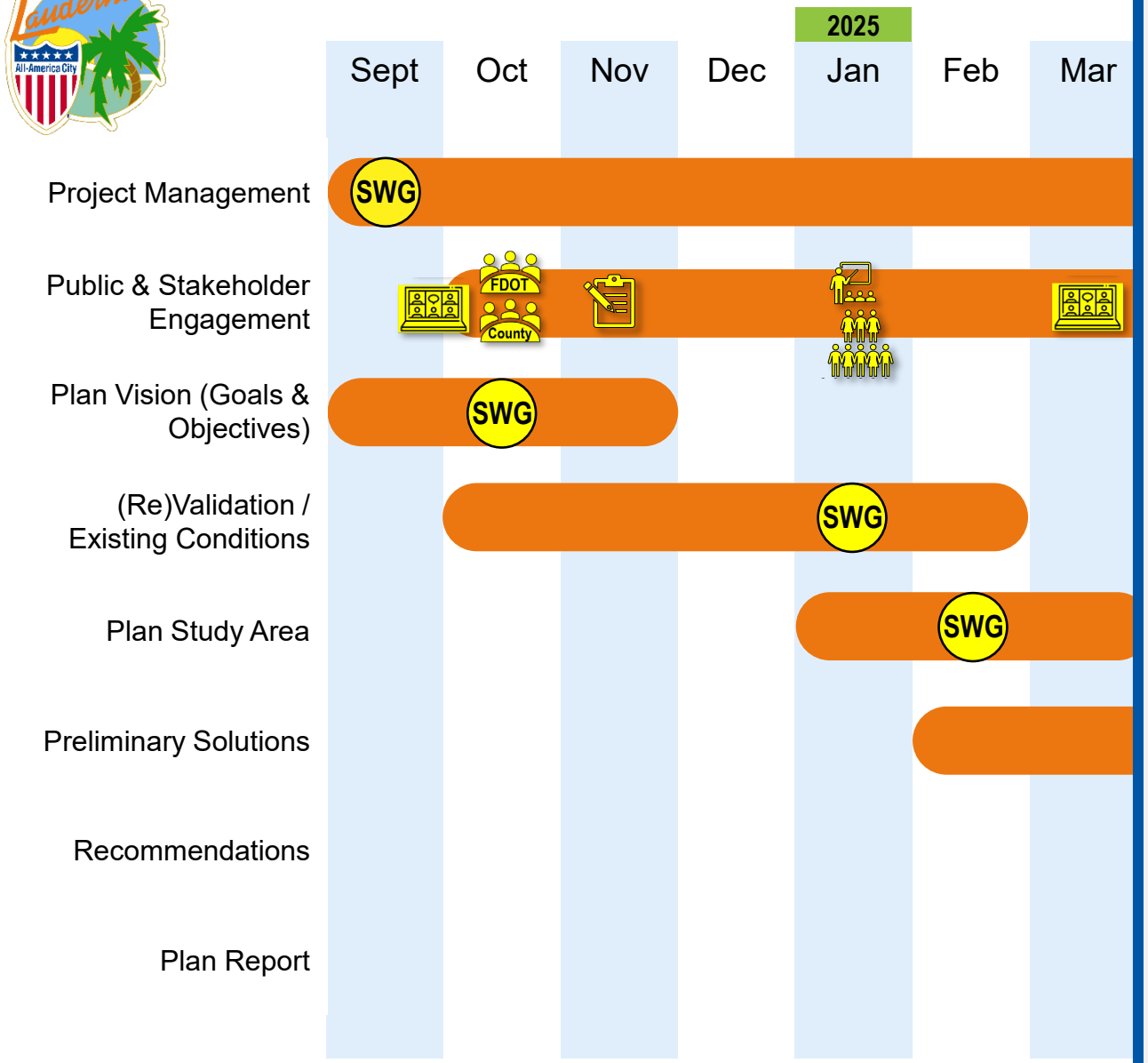
Attachments:

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

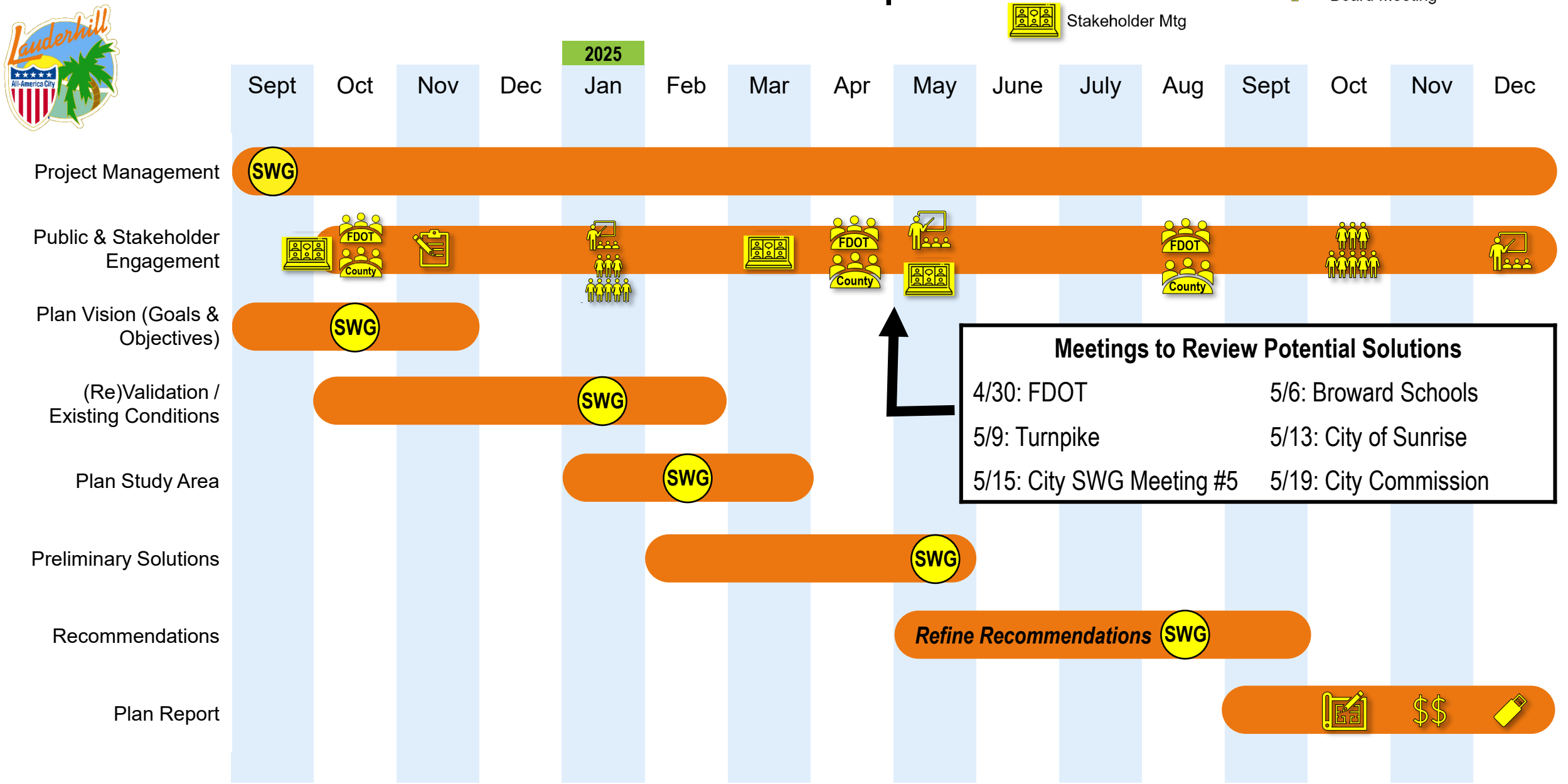


Since we last met…

- ✓ 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

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: SurveyMonkey – Highlights

38% **Walk** to **School or Daycare**

12% ride a bus or community shuttle to school or daycare

15% Ride a **Bus or Community Shuttle** to the **Grocery Store**

11% walk to grocery store

Going to Work

20% **Walk**

15% Ride a bus or Community Shuttle

58% **Walk daily for exercise**

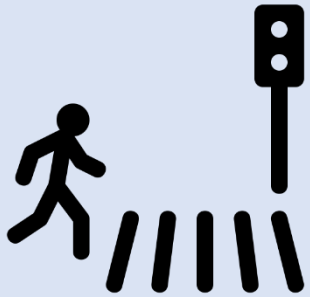
17% walk daily because **they do not have a car**

#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

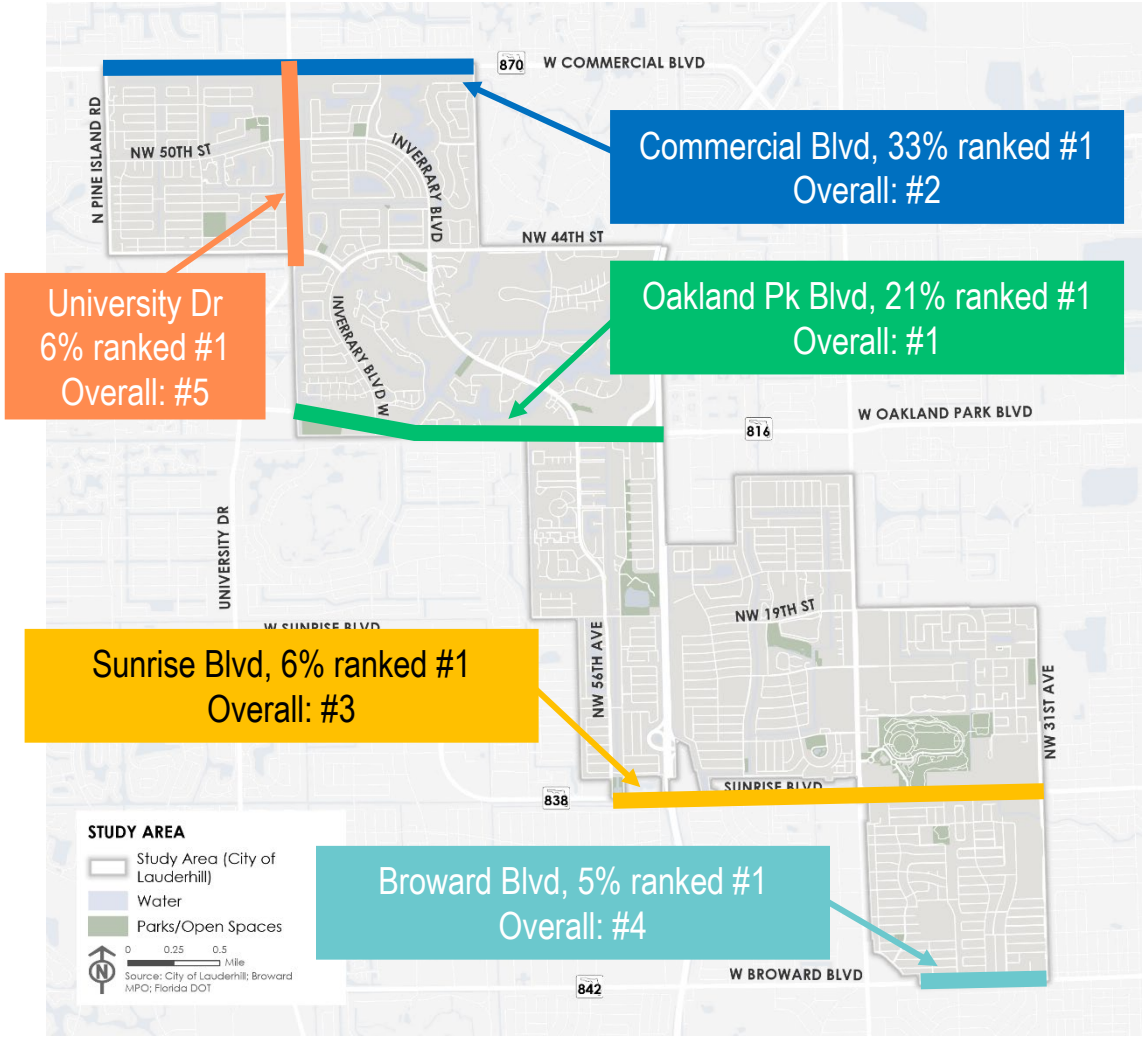
#4 City Hall

33%

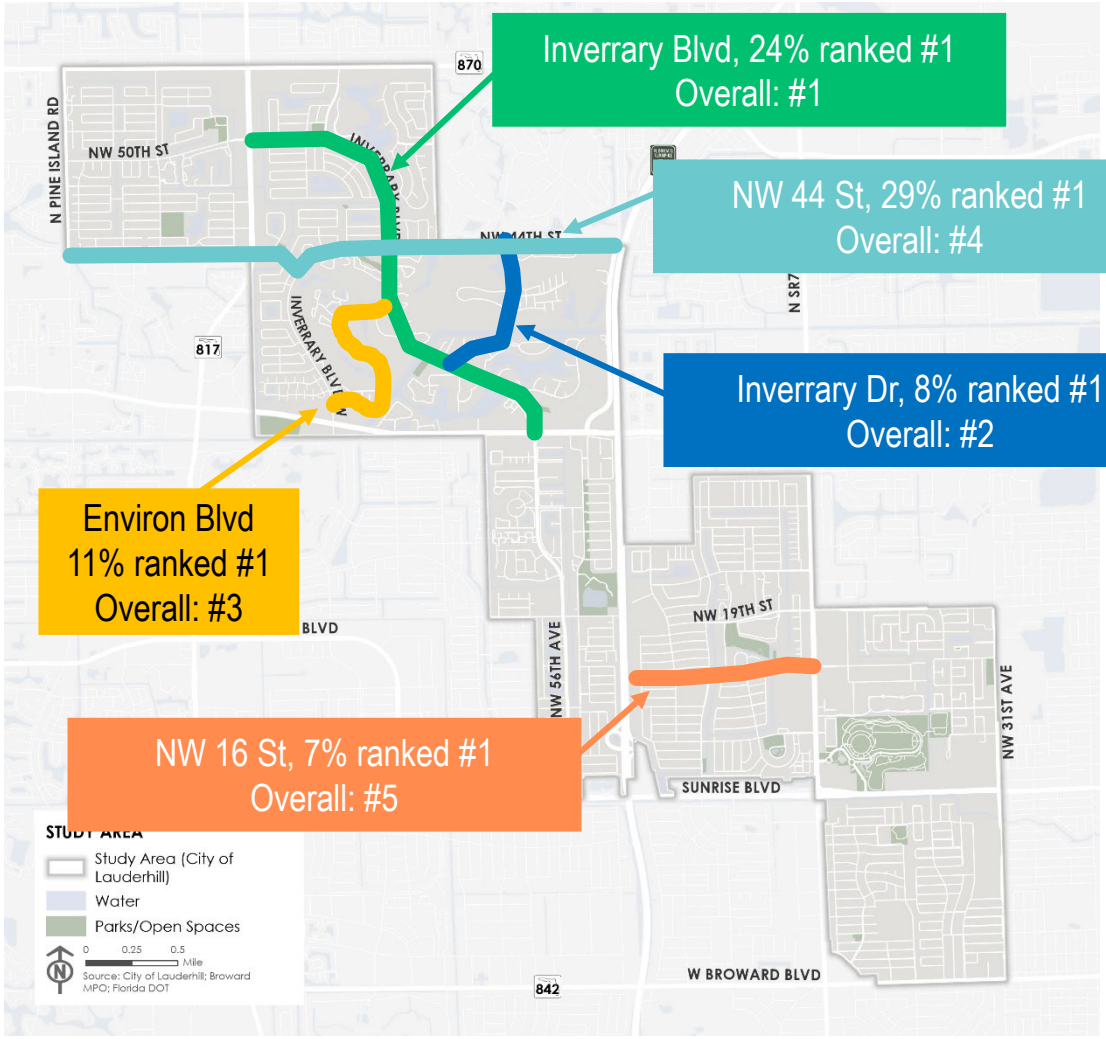
Ride a **bike** at least twice a month

Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

Regional Roadways Prioritized for Walkability



Local Roadways Prioritized for Walkability



Lauderhill TMP:

Plan Study Area

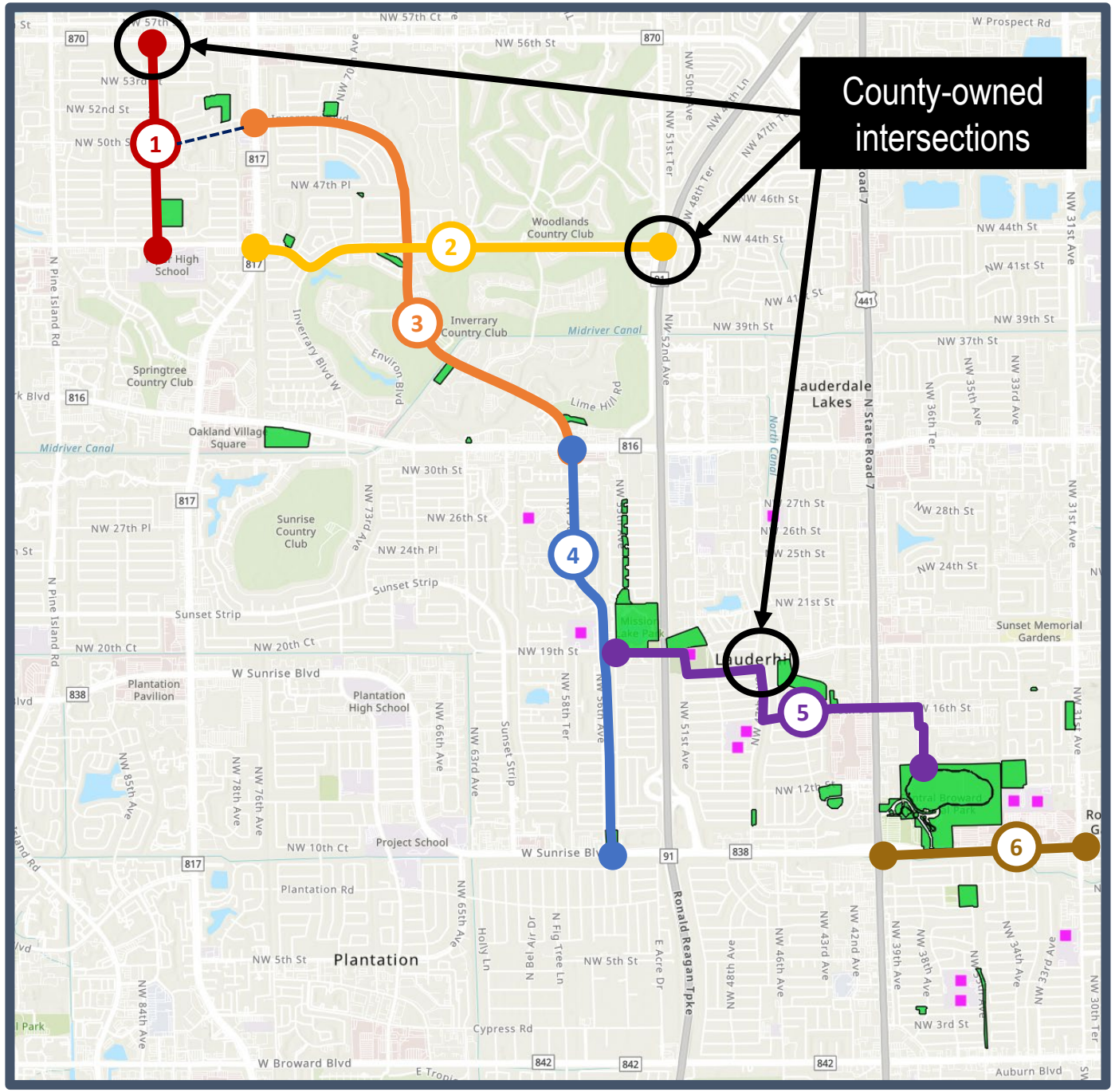
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates). The transportation projects will improve roadway safety and citywide connectivity, consistent with best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

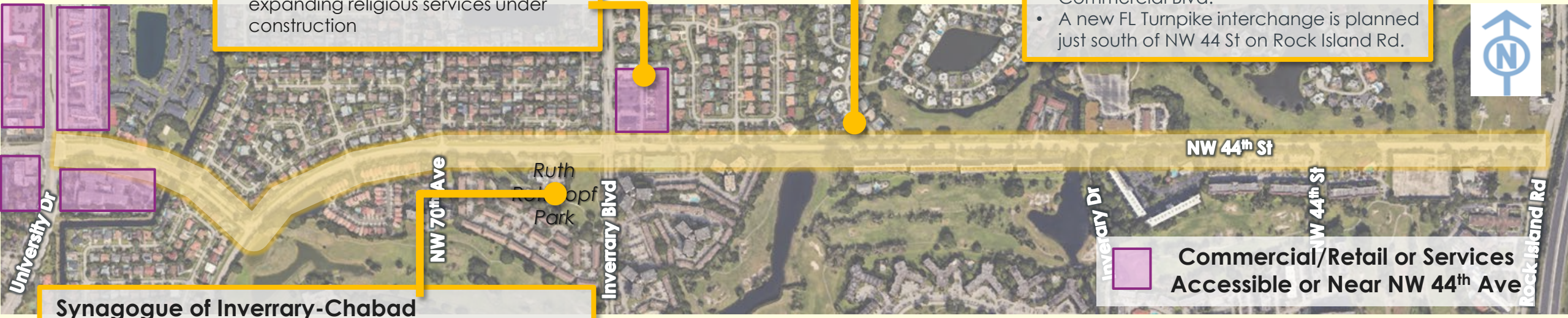
About the Corridor

Commercial Center

- Grocery, banks, and other services including the Moshiach 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

Intersection challenges:
- Missing tractile 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

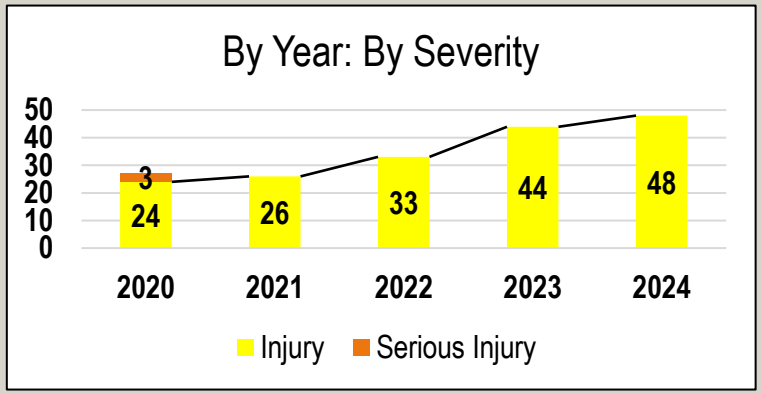
Frequent left-turn pockets along NW 44 St creates the perception of 3 lanes despite being 2 lanes. This additional roadway width may encourage drivers to speed

Large turning radii entering residential streets can encourage fast turning speeds

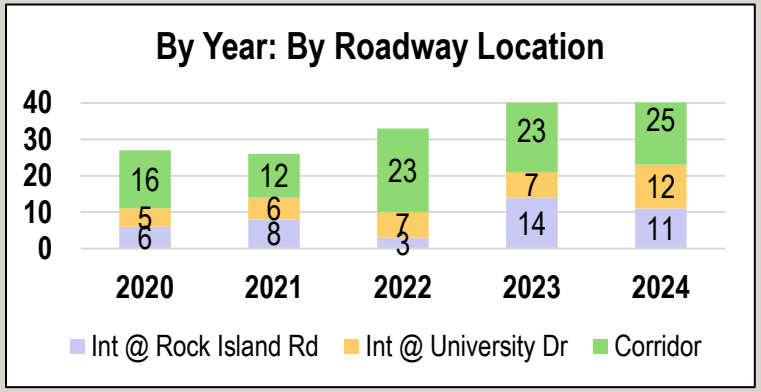
NW 44 St

Injury Crashes (2020-2024)

178 Crashes (Injury + KSI)



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

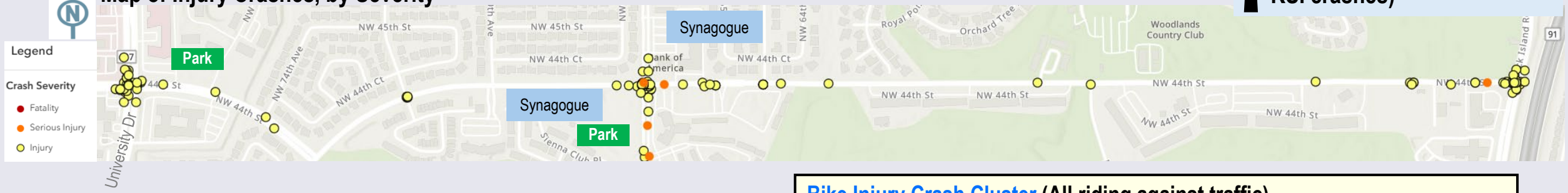


This table breaks down the annual crash numbers for two arterials intersections and the corridor (portion of roadway excluding the two arterial intersections). Crashes at both intersections have doubled, with a 50% increase of crashes on the corridor.

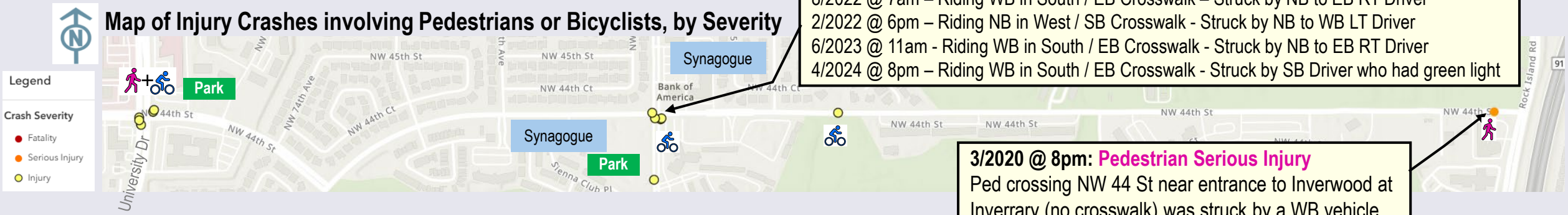
31% of Injury Crashes occurred at Night (67% of KSI crashes)

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

Map of Injury Crashes, by Severity



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

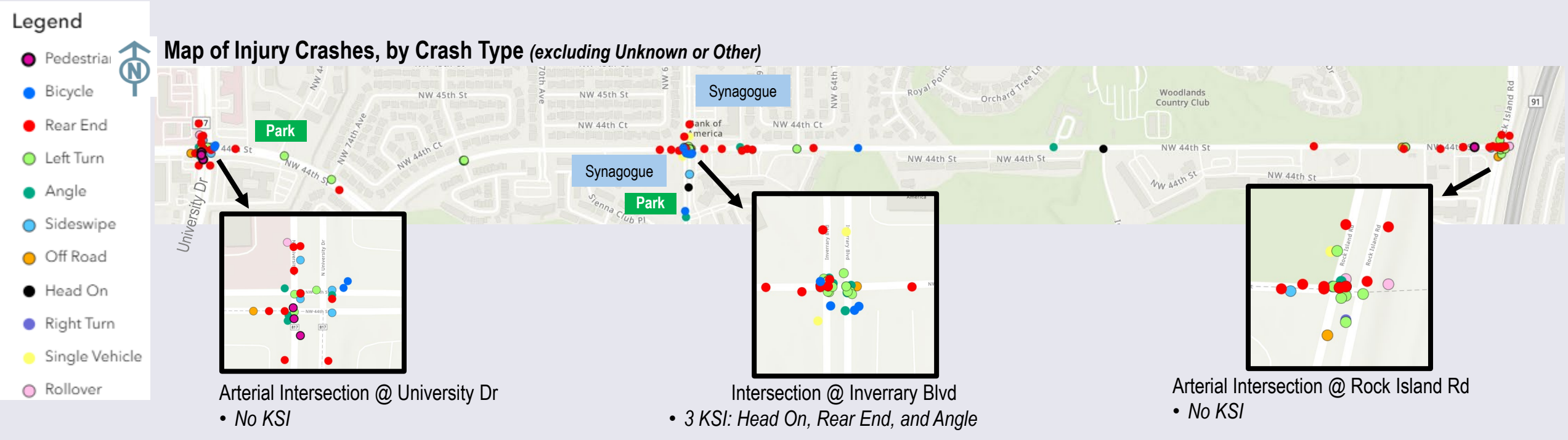
Ped crossing NW 44 St near entrance to Inverwood at Inverrary (no crosswalk) was struck by a WB vehicle

NW 44 St

Injury Crashes (2020-2024)

178 Crashes (Injury + KSI)

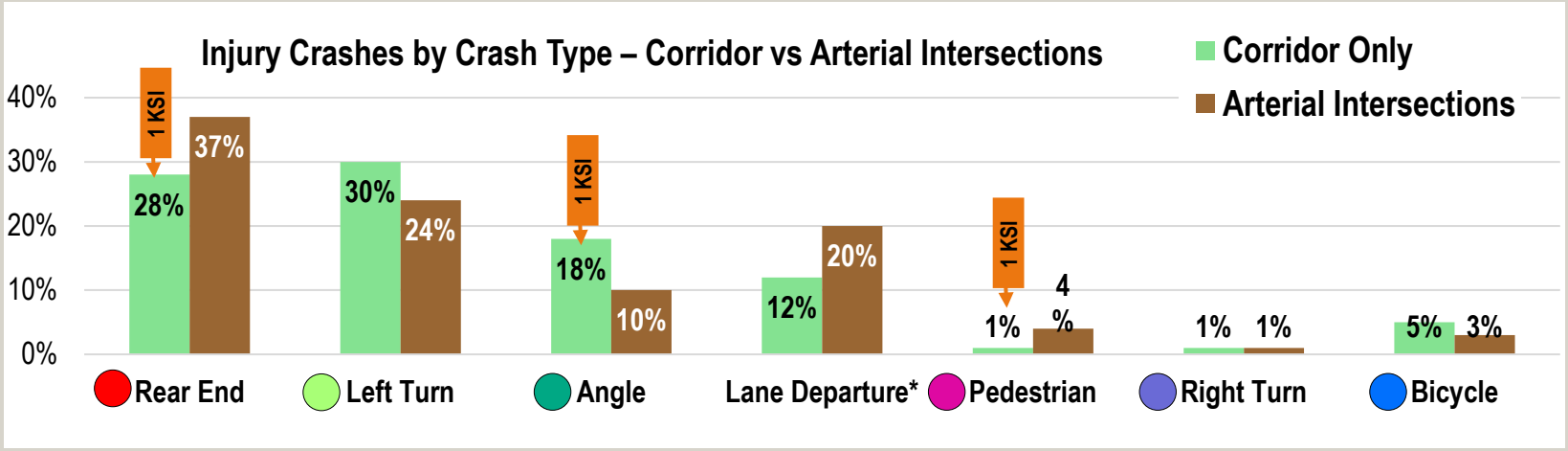
Map of Injury Crashes, by Crash Type *(excluding Unknown or Other)*



Arterial Intersection @ University Dr
- *No KSI*

Intersection @ Inverrary Blvd
- *3 KSI: Head On, Rear End, and Angle*

Arterial Intersection @ Rock Island Rd
- *No KSI*



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.

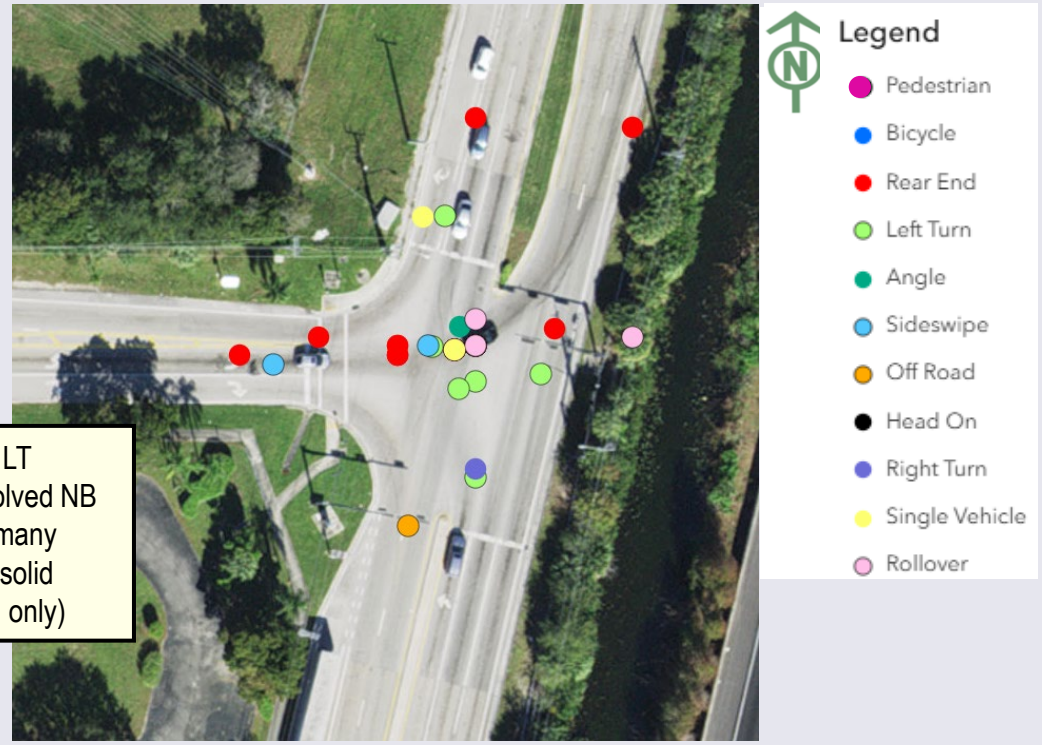
NW 44 St @ Rock Island Rd

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

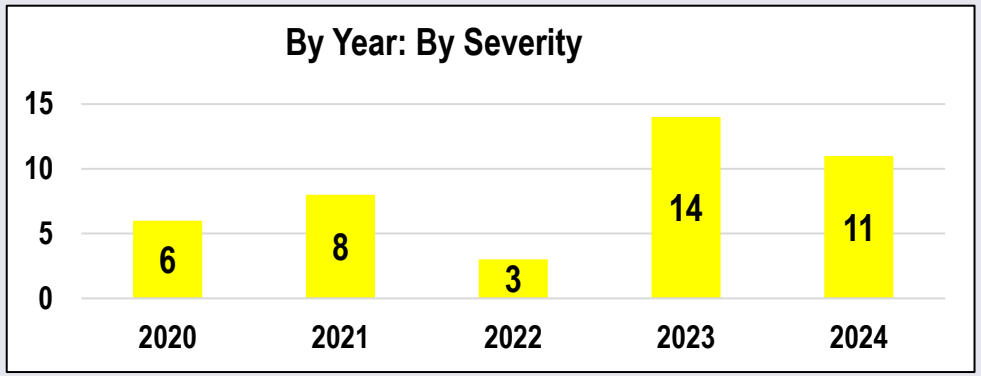
38% of **Injury Crashes** occurred at **Night**
60% of **Lane Departure** crashes occurred at **Night**

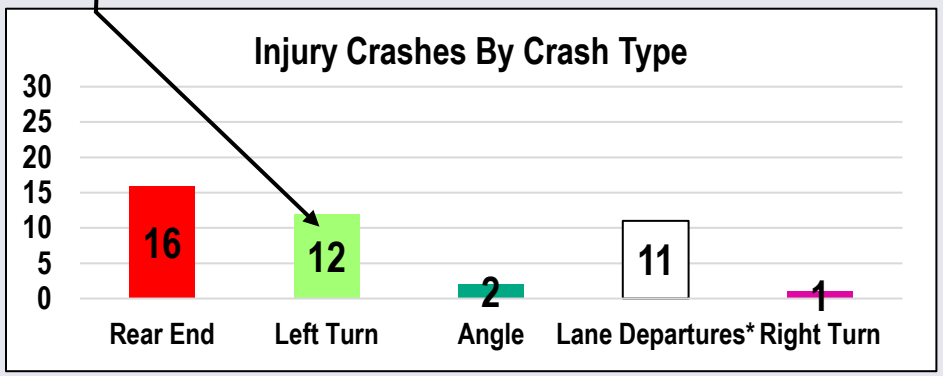
Injury Crashes, by Severity

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)





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

NW 44 St

Existing Conditions

Traffic Signal Bus Stops

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 Radii 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

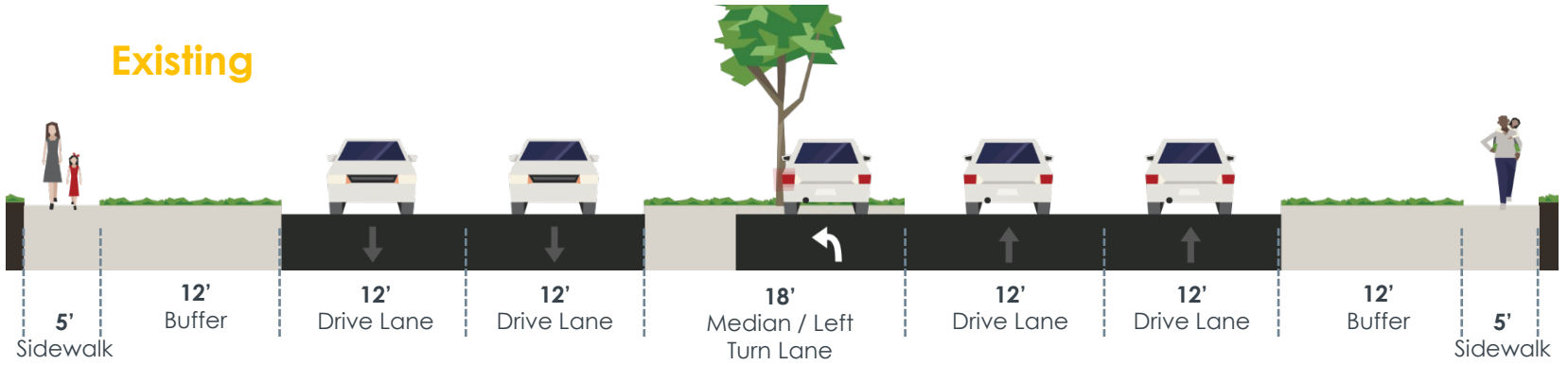
- 14,000 AADT and limited crossings or driveways indicates excess capacity

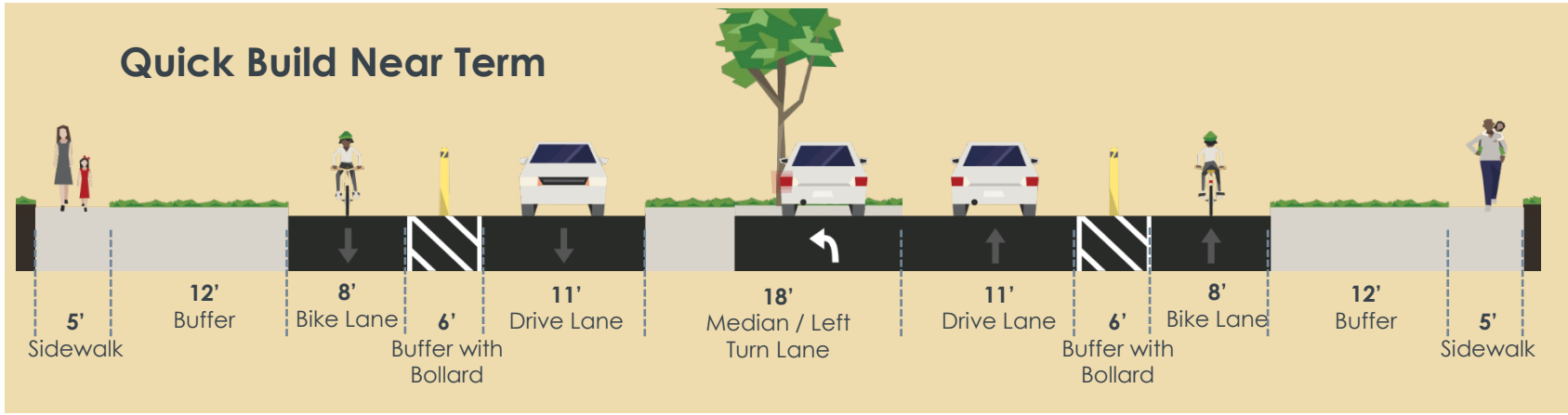
Near term condition:

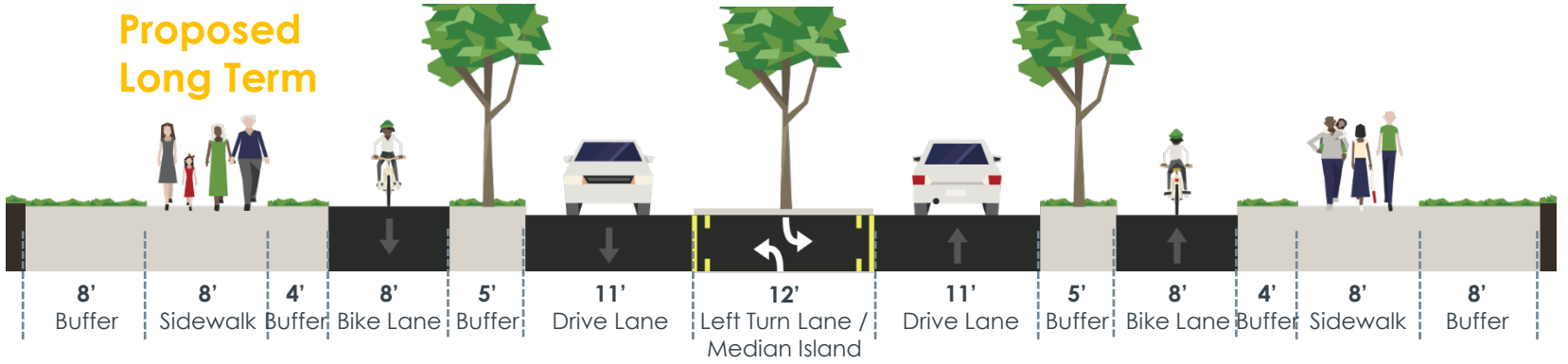
- Quick build to allow users to experience changes and tweak design

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

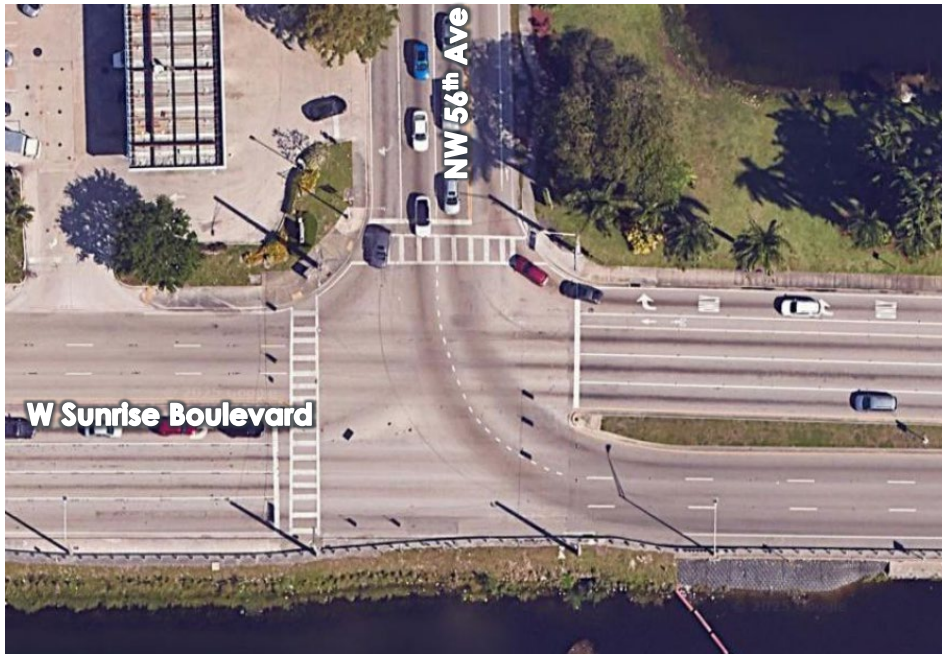






Boundary Intersections
Recommendations

These recommendations apply to intersections where a corridor terminates or lies outside the jurisdiction of 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

1 NW 82 Av

NW 82 Av from Commercial Blvd to NW 44 St

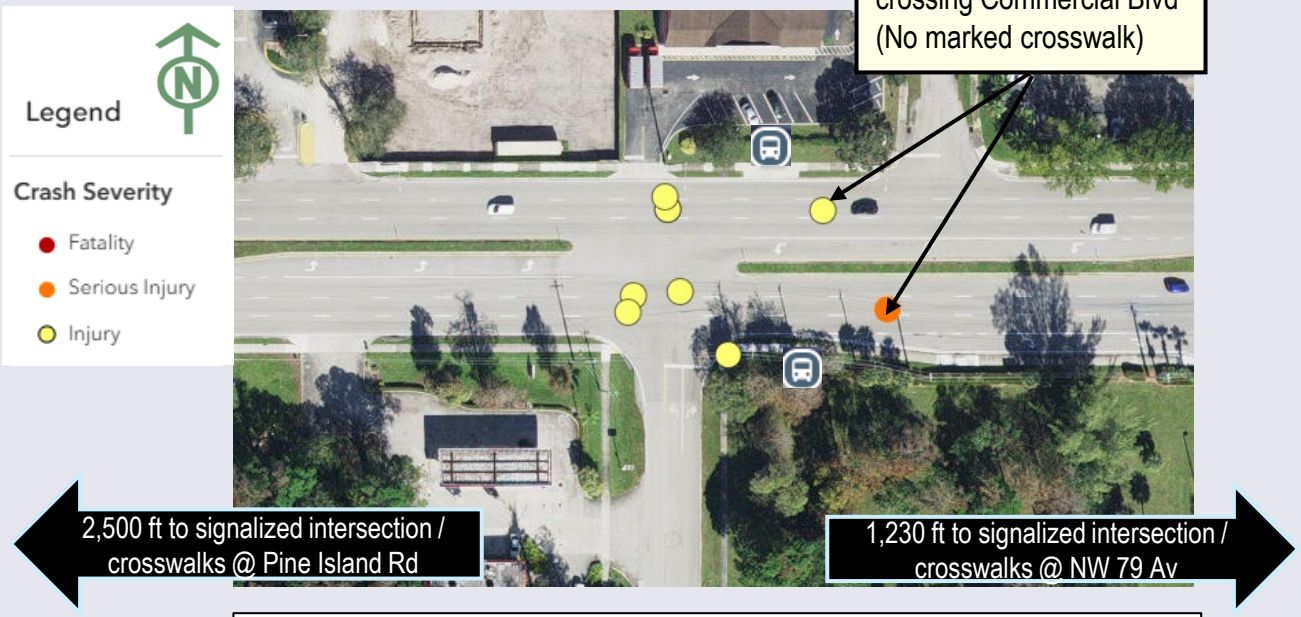
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City **FDOT**: Inter. at Commercial Blvd **Sunrise:** Inter. at NW 44 St (partial)	1 mile	2 Lanes	25 MPH	Local	1	(55)

NW 82 Av @ Commercial Blvd

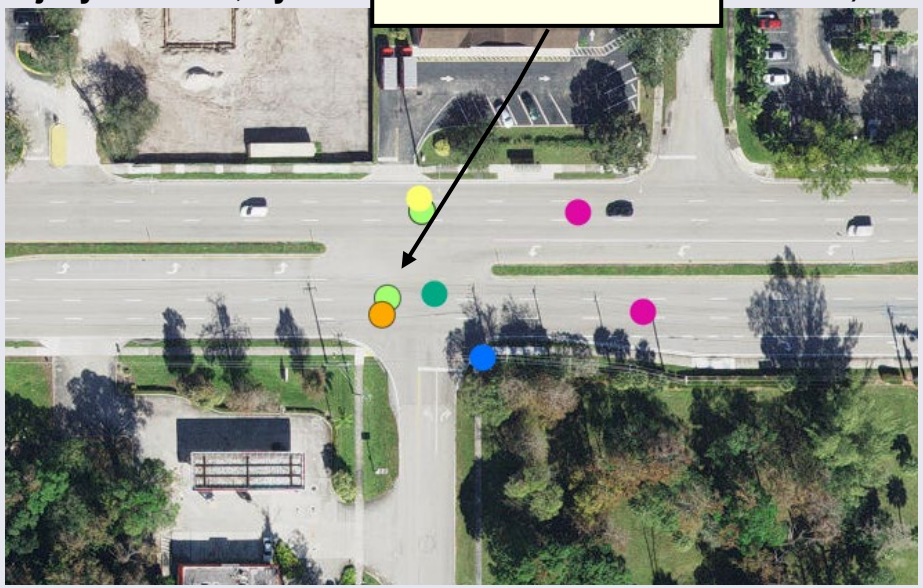
11 Injury Crashes (2020-2024) within 150 ft of intersection

30% of Injury Crashes occurred at Night

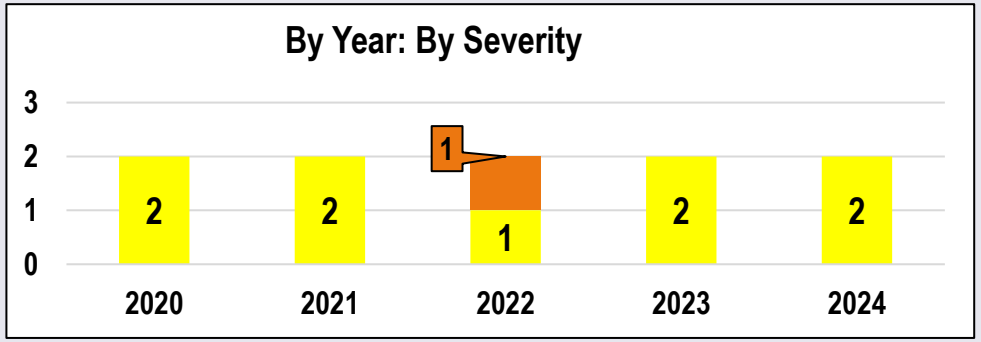
Injury Crashes, by Severity



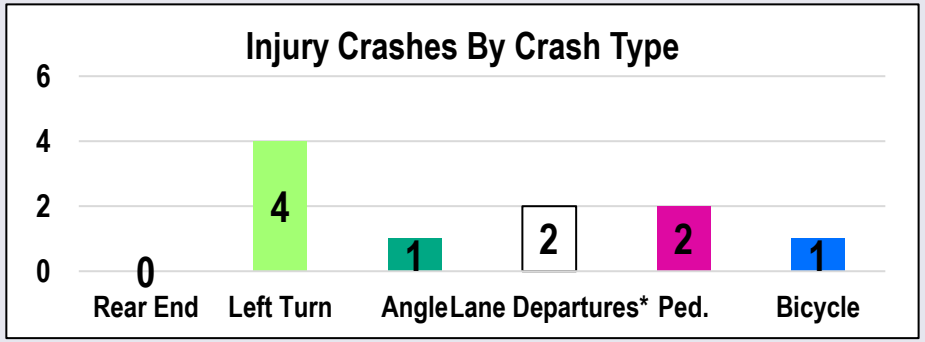
Injury Crashes, by Cras ...n or Other)



By Year: By Severity



Injury Crashes By Crash Type



NW 82 Av

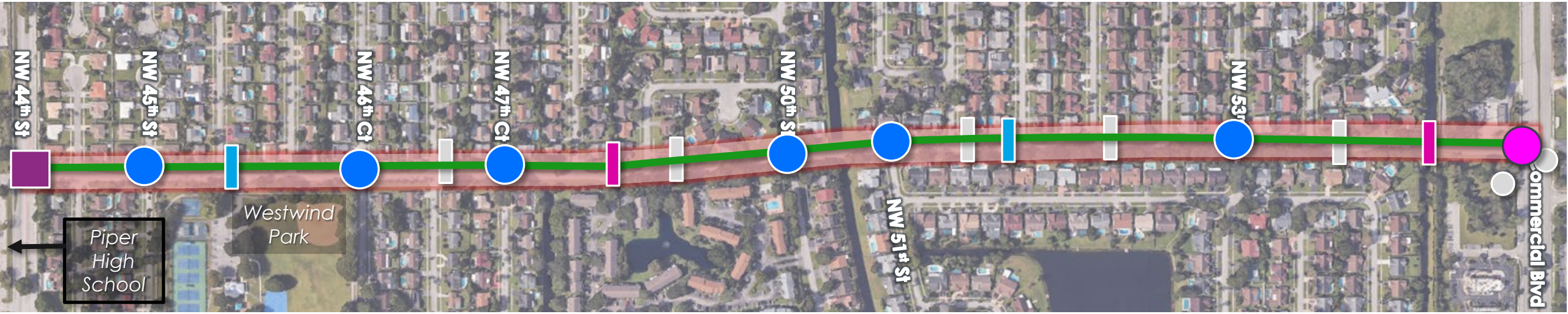
Recommendations

Existing Conditions

Traffic Signal

Bus Stops

Speed Hump



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 stripping, 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

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 shareduse 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

High Visibility Crosswalk

Lead Pedestrian Interval

Curb Extension

Median Island

Bend Out

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 **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 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
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Evaluate Lighting
- Address nighttime visibility and increase comfort people walking and biking

Inverrary Blvd: Lane Repurposing

Recommendations

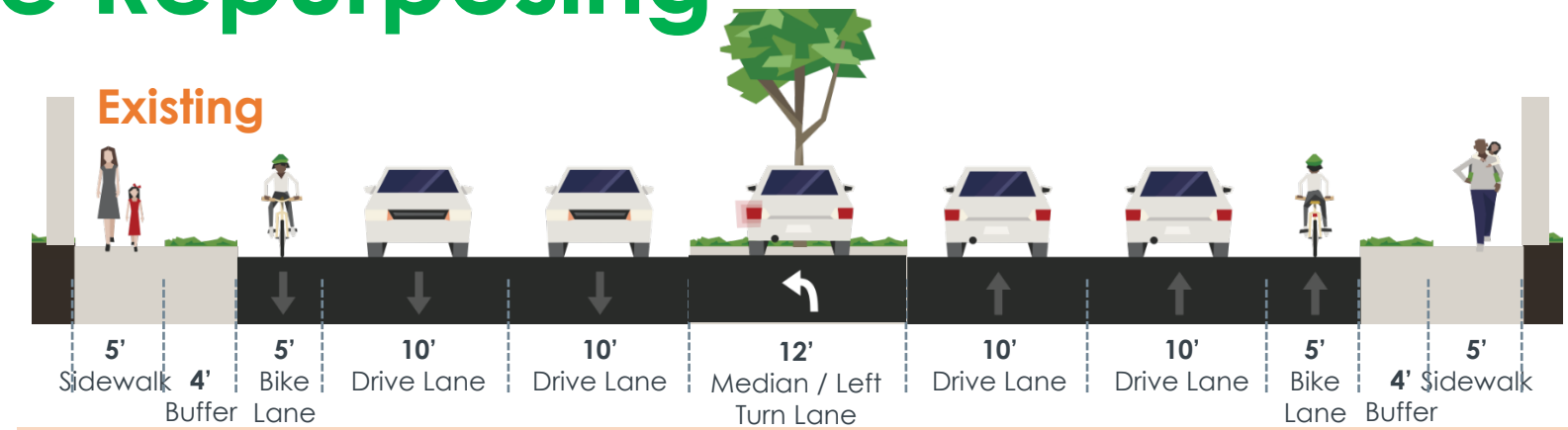
- **Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH**

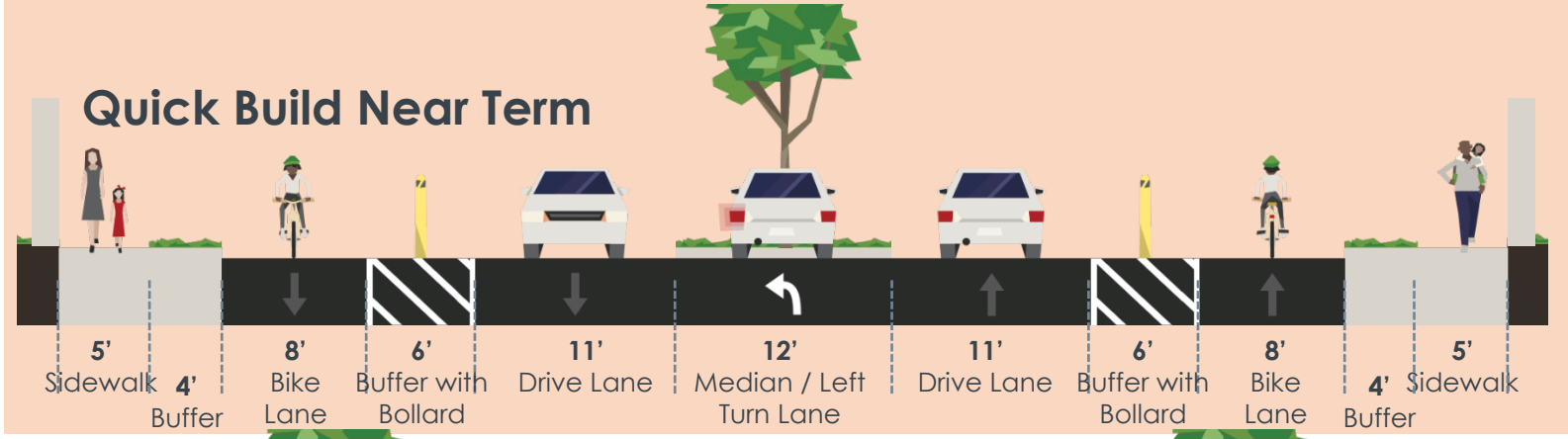
Near term condition:

- 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





4 NW 56 Av

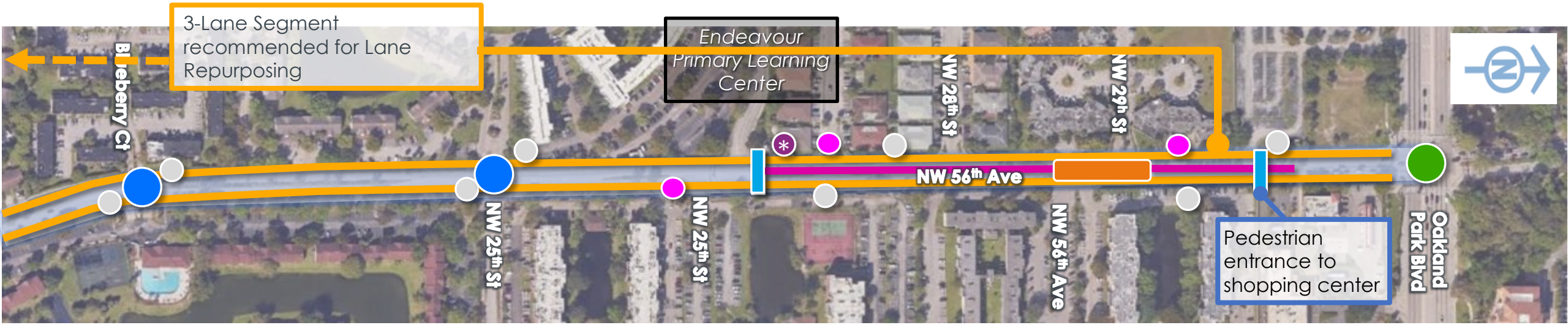
NW 56 Av from Oakland Park Blvd to Sunrise Blvd

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

Frontage Road Treatment

The raised bike lane does not continue within the frontage road, rather it transforms to Share the Road

Intersection Recommendations
- *See detail slide*

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*

Roundabout
- Slows traffic
- Improves safety
- ***May require Lane Repurposing***

New Raised Crosswalk with RRFB

Center Lane Median
- Reduces left-turn

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: Lane Repurposing of 3-Lane Segment

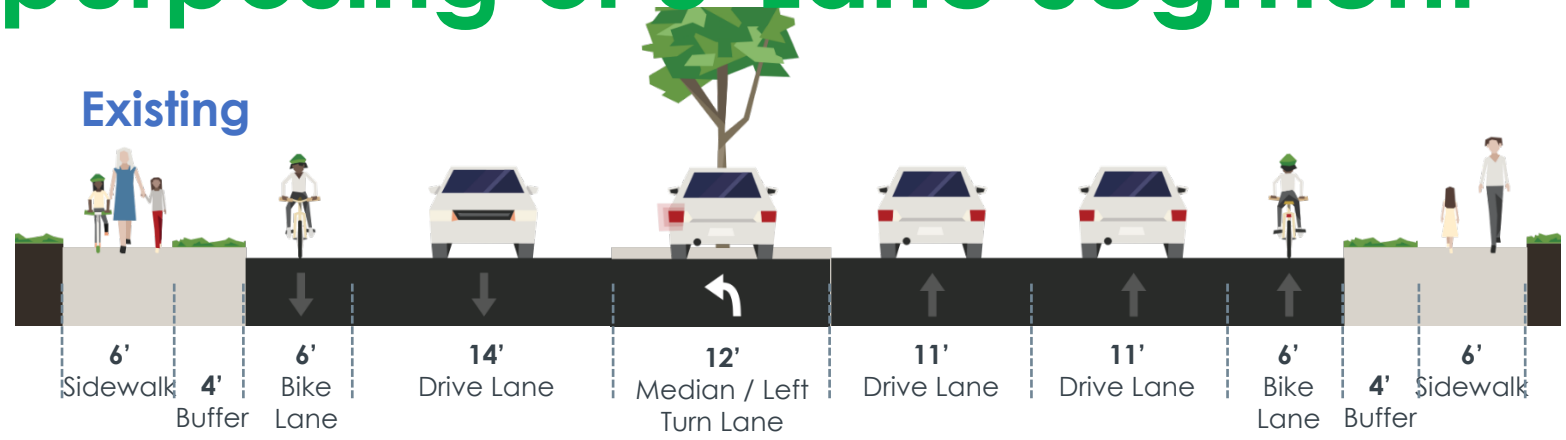
Typical Cross Sections

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

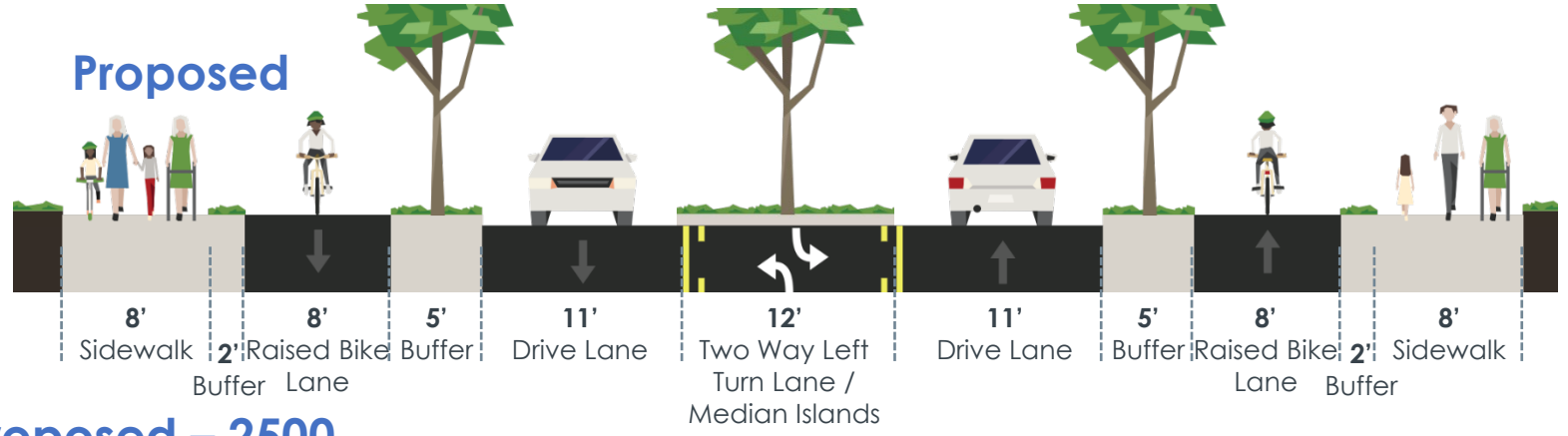
Recommendations

- 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

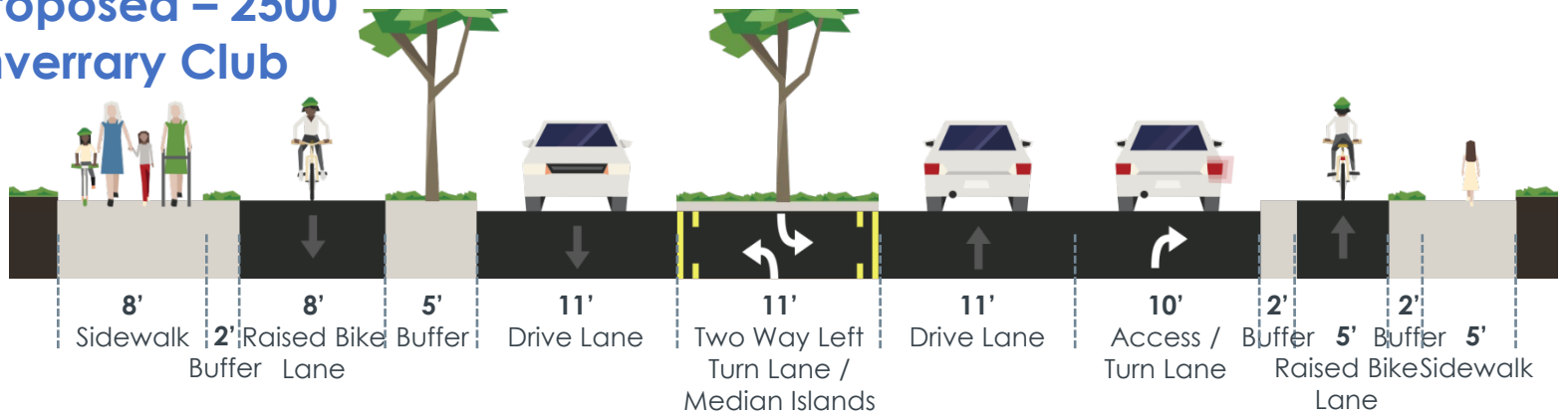
Existing



Proposed



Proposed – 2500 Inverrary Club



NW 56 Av @ NW 19 St

Recommendations

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 and reduce curb radii to slow drives are 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 paint

Addressing Left Turns

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

High Visibility Crosswalk

Median Island

Curb Extension

Protected Intersection

Bike Boxes

NW 56 Av Southern segment

Recommendations

Redesign NW 56 Av to reduce vehicle speeds to 25 MPH

Intersection Recommendations
- Curb extensions
- Bike boxes
- Add median noses and hardened centerlines

New Raised Intersection
- Slows traffic & supports pedestrian crossing
- Can include RRFBs

Roundabout
- Slows traffic
- Improves safety

Center Lane Median

New Raised Crosswalk with RRFB

Hardened Centerline

Raised Bike Path
- Improves comfort of people biking

Boundary Intersection Improvements
- *Alternative options on detailed slide*

Corridor Wide Strategies

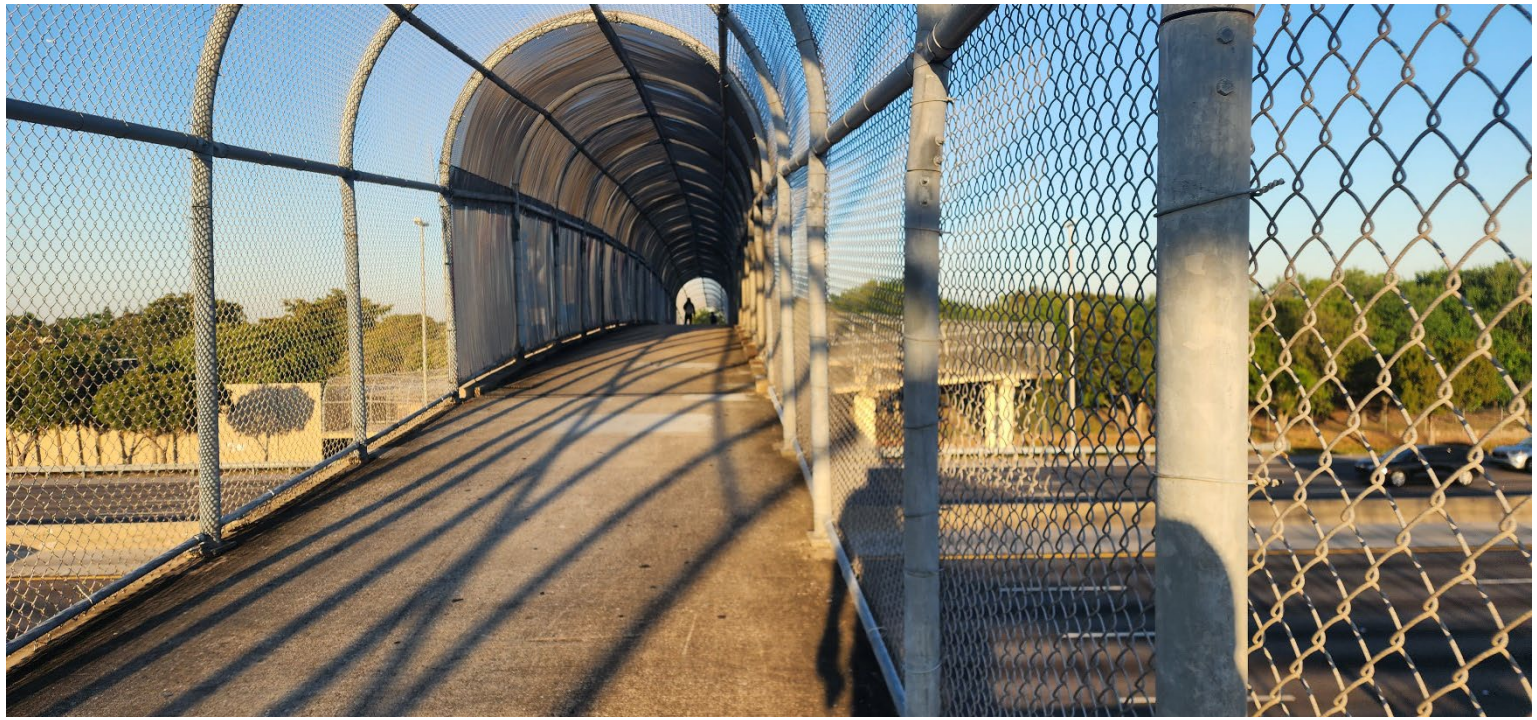
Paint Conflict Markings at Intersections and Driveways
- Limits turning conflicts
- Alerts people biking and driving to potential for conflict

Narrow Side Street Curb Radii with Curb Extensions
- Slows drivers
- Limits turning conflicts

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

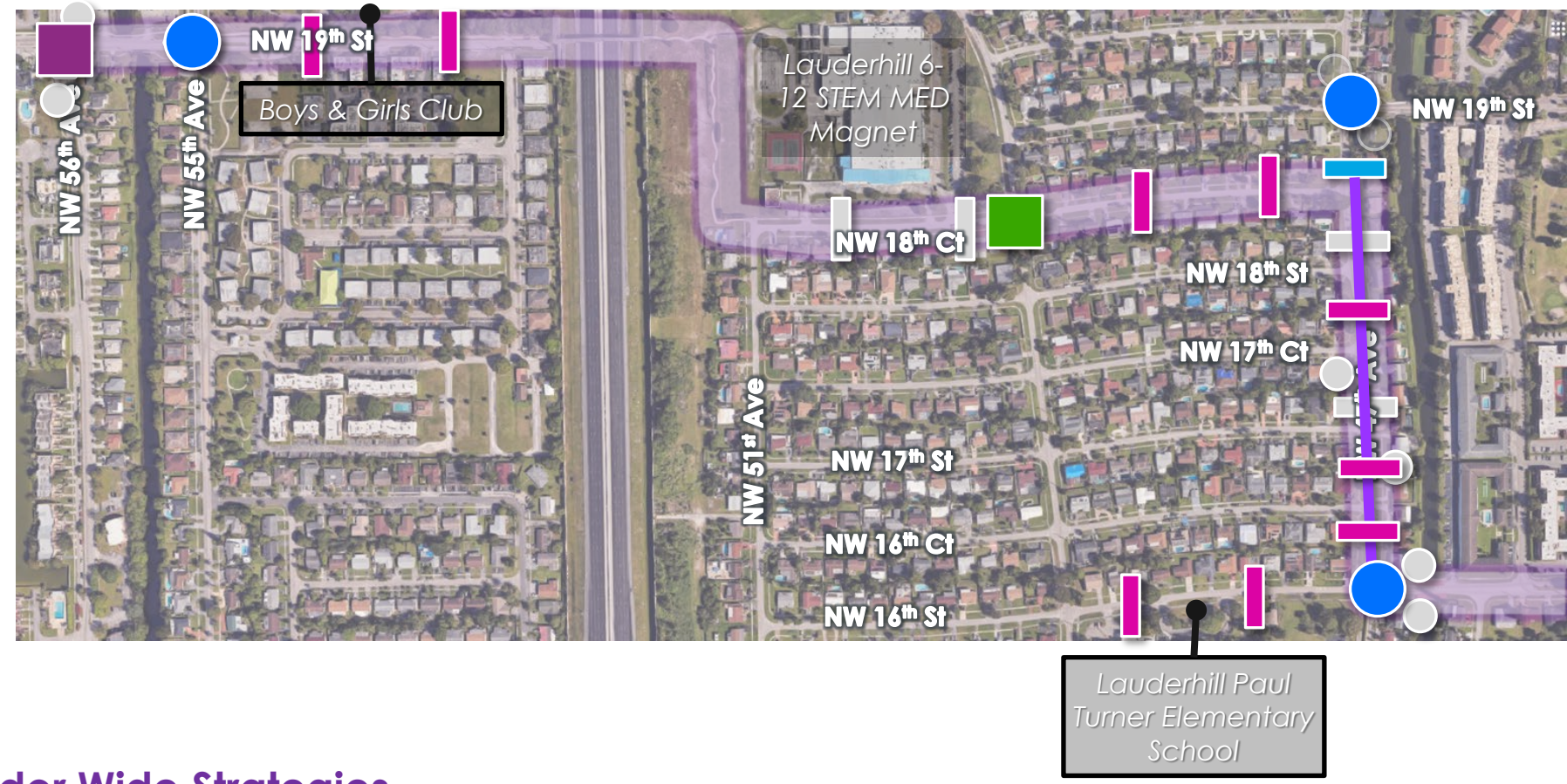
New Raised Crosswalk with RRFB

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

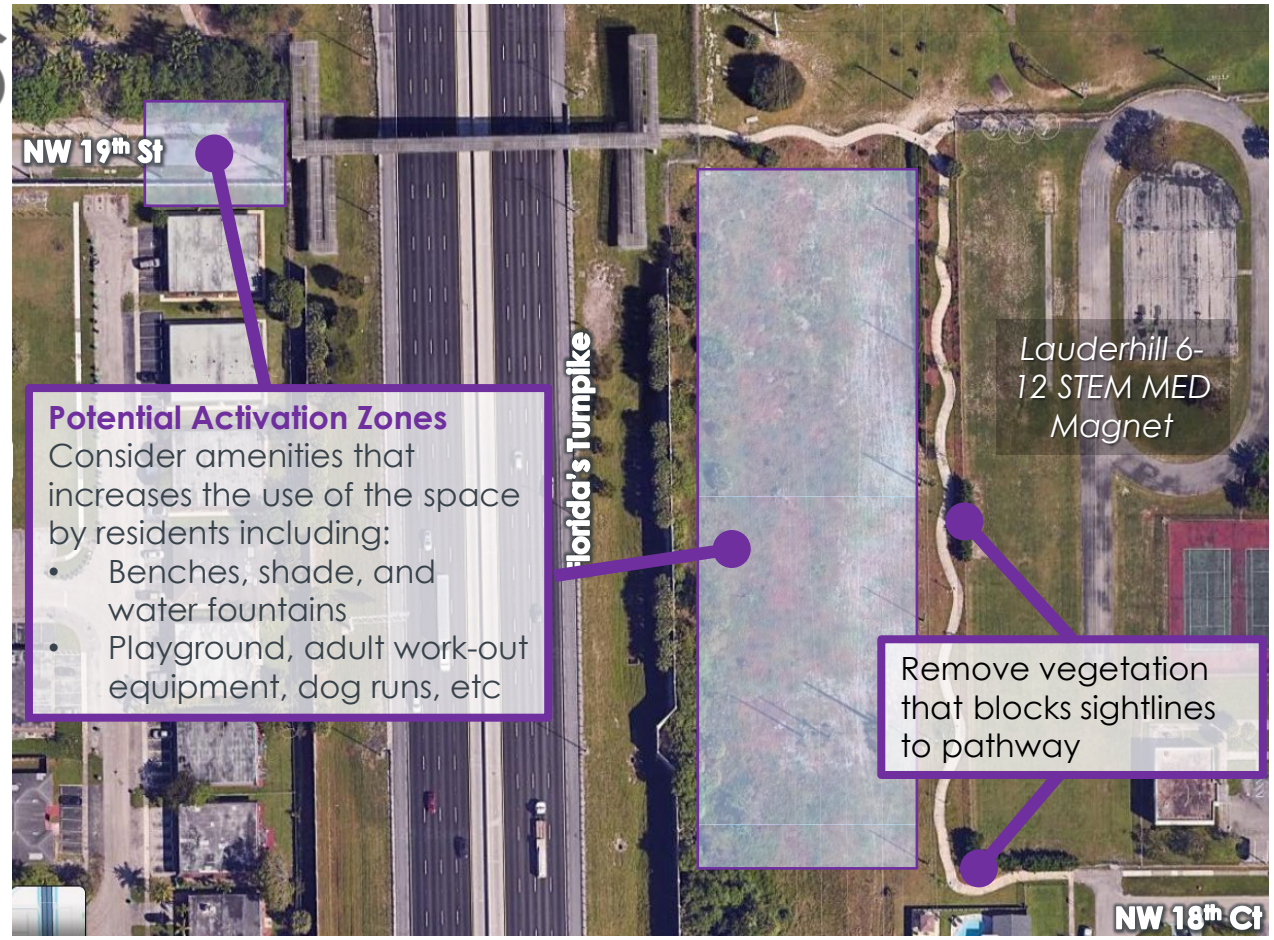
Paint Conflict Markings at Intersections and Driveways
- Limits turning conflicts
- Alerts people biking and driving to potential for conflict

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.

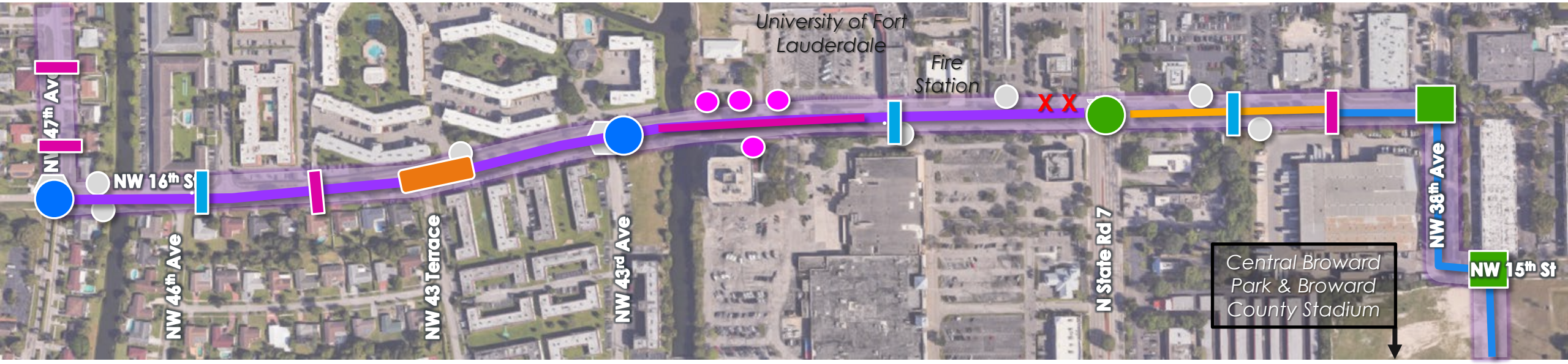
Novel Lighting
Consider novel lighting solutions at the bridge that increases regional pride and make it a place and feels safe to walk at night.

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**
- **X 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

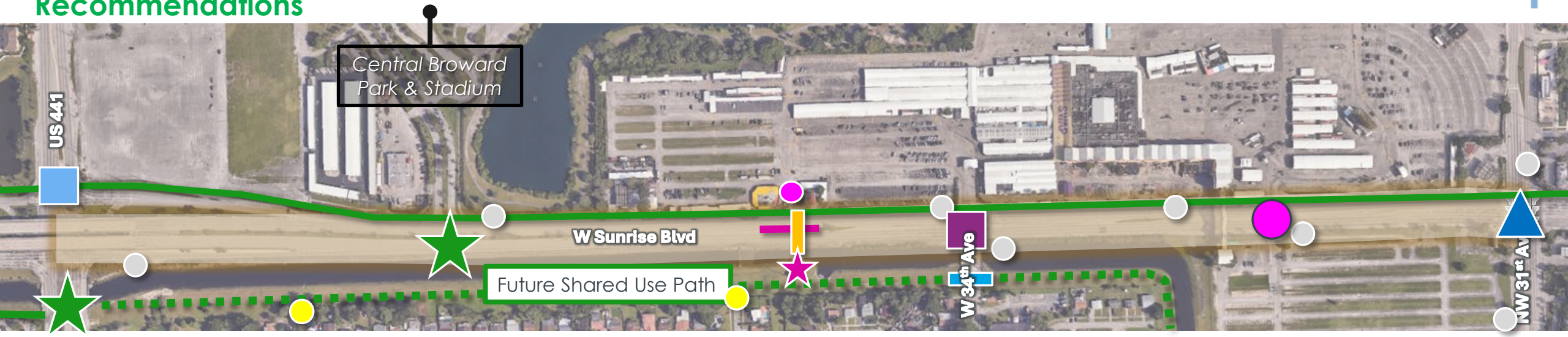
Narrow Side Street Curb Radii with Curb Extensions
- Slows drivers
- Limits turning conflicts

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 Riase 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