

A background image of a street scene. In the foreground, three people are walking across a crosswalk: a woman in a light blue shirt and white pants, a young girl in a green shirt and white pants, and a woman in a white shirt and light blue pants. A silver SUV is parked on the street to the right. In the background, there are trees and a sign that says "INVERRARY".

Lauderhill Transportation Master Plan

Stakeholder Meeting: **Broward Schools**
Potential Solutions

Agenda

1. Lauderdale TMAP: 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




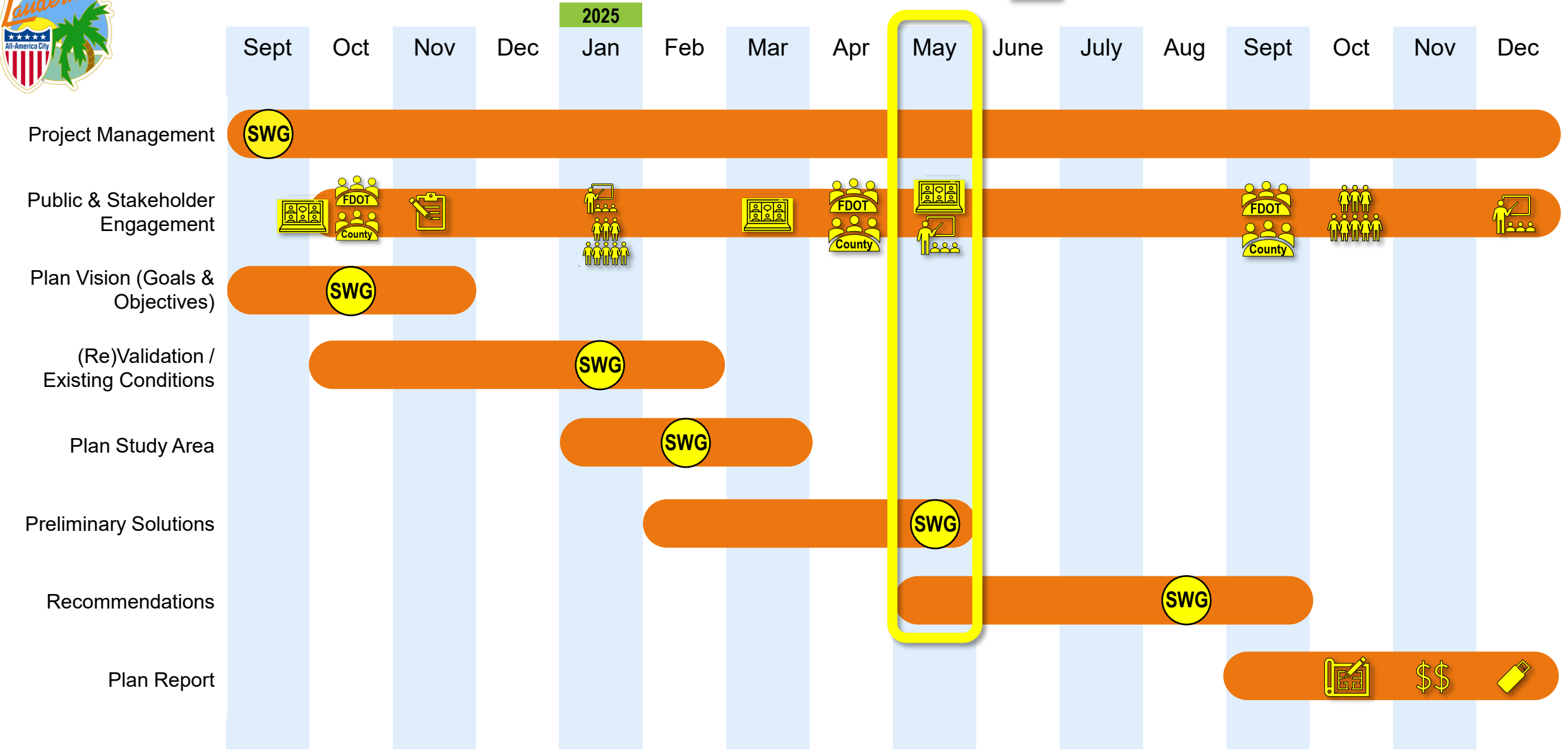
 City Staff Working Group Mtg

 Community Survey or Meeting

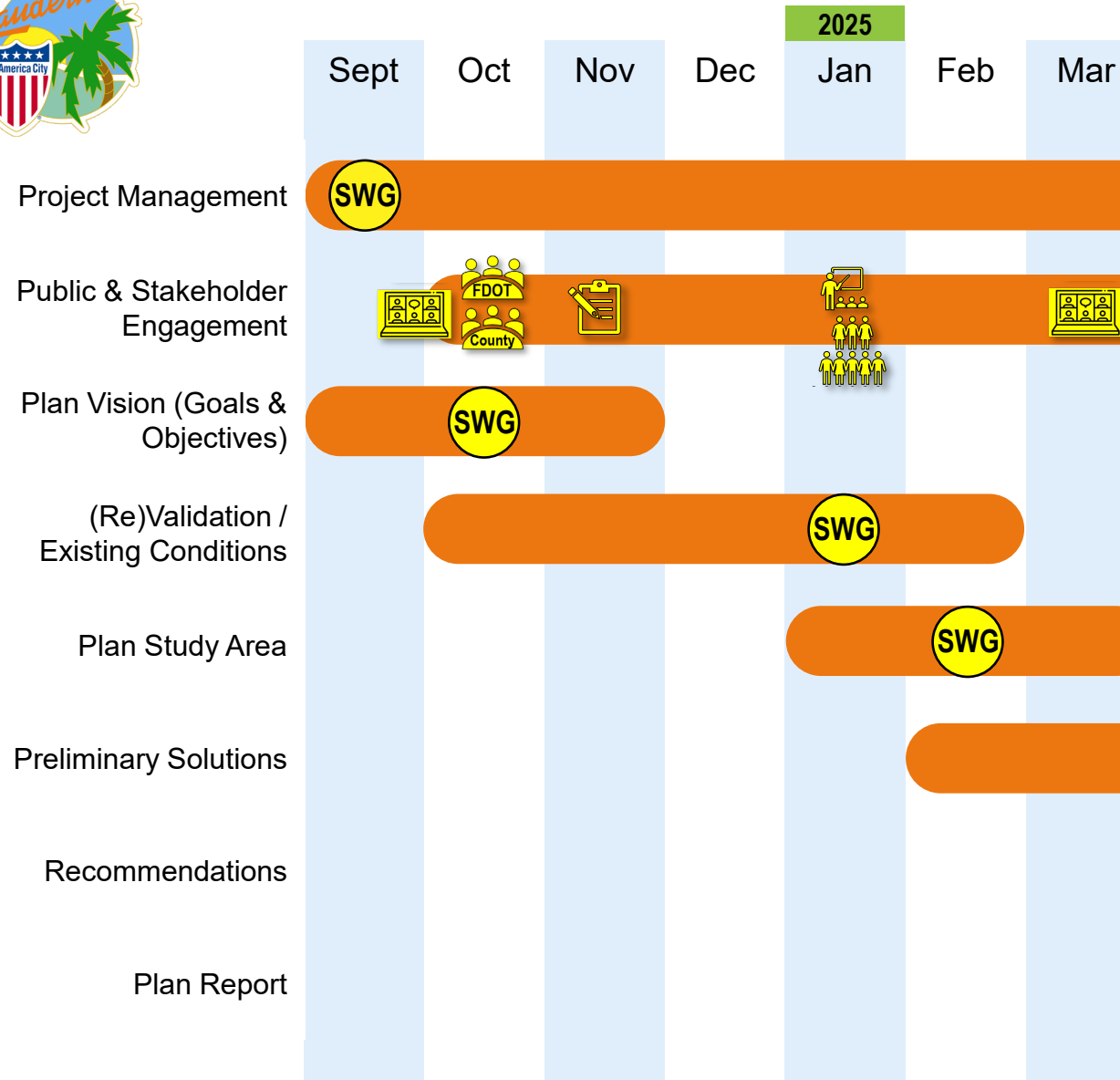
 FDOT / Broward County Mtg

 City Commission or Advisory Board Meeting

 Stakeholder Mtg



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



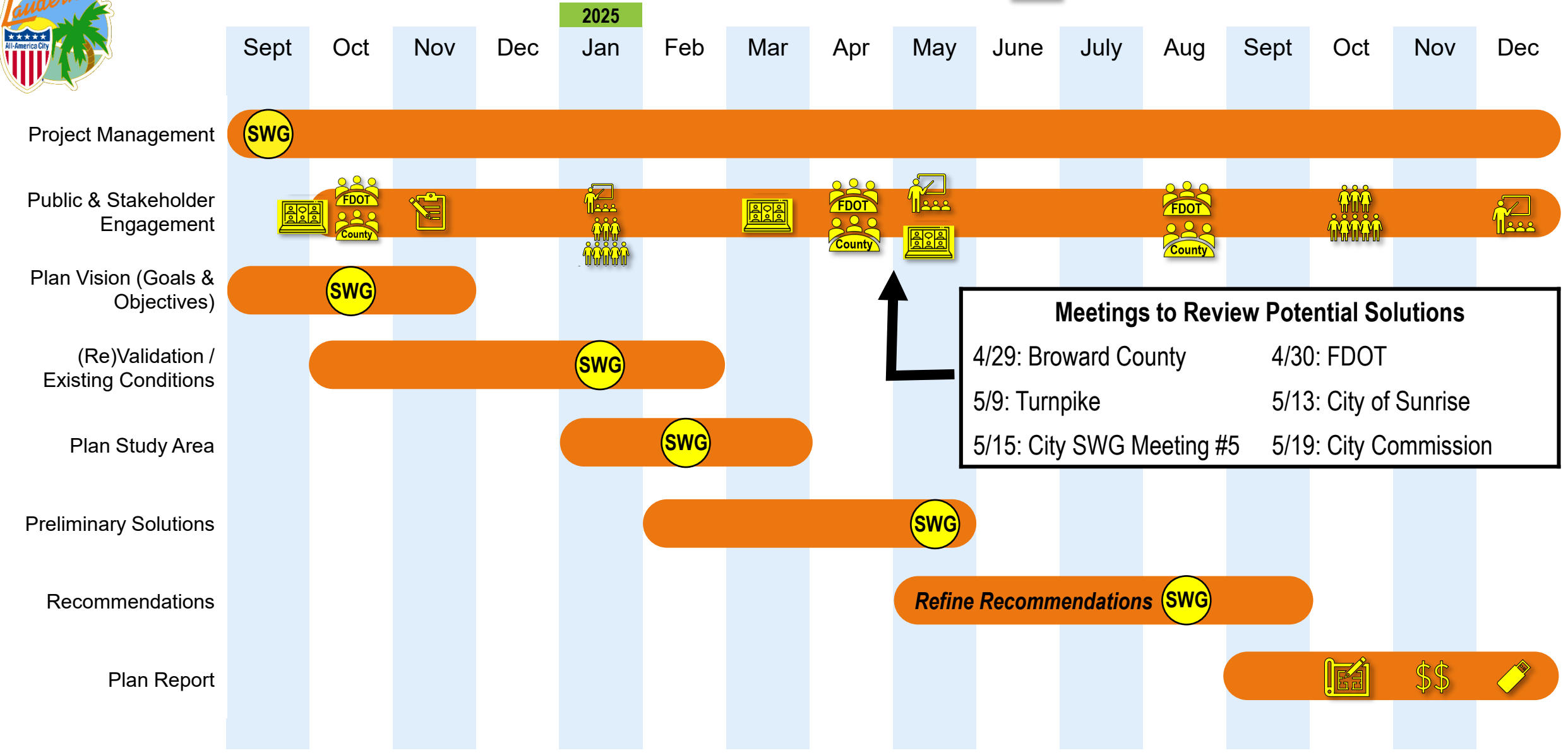
City Staff Working Group Mtg

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City Commission or Advisory Board Meeting

Stakeholder Mtg



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

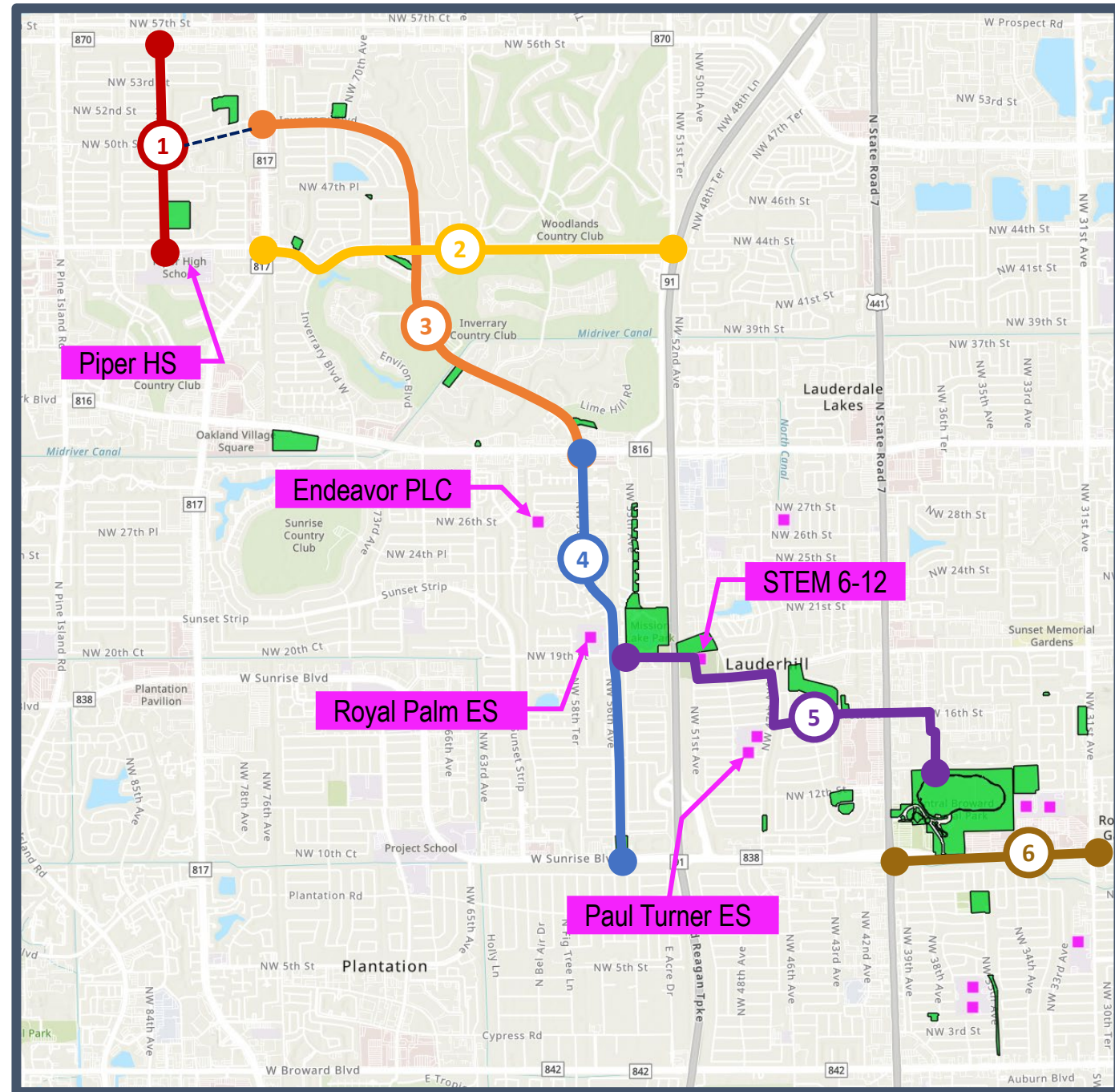
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates). The transportation projects will improve roadway safety and citywide connectivity, consistent with best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

 Roundabout or Mini Roundabout



 Raised Intersection



 New Pedestrian Bridge (over canal)



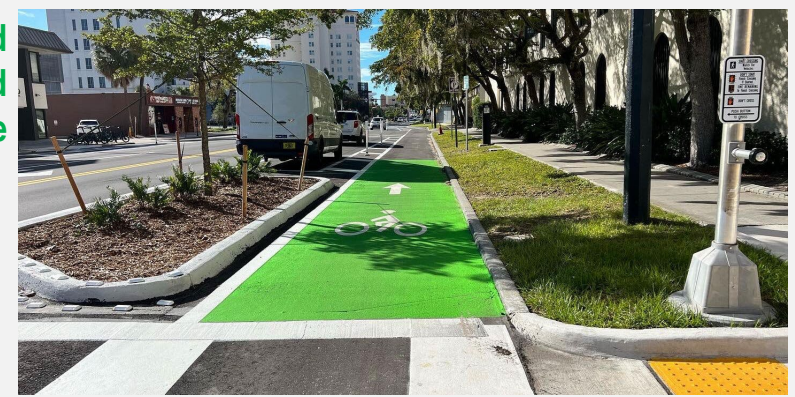
 Peanut Roundabout



 Lane Repurposing Quick Build



Repurposed to Protected Bike Lane



Narrow Side Street Curb Radii Before

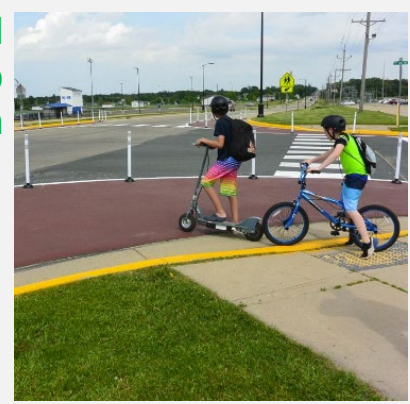


After

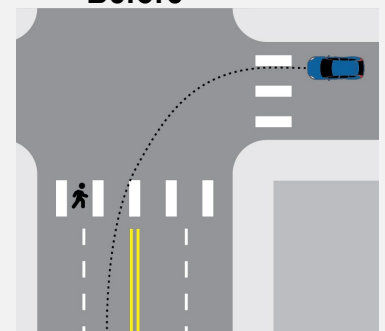


Tighter corner radii reduce crossing distance and slow turning traffic. (Credit: Michele Weisbart)

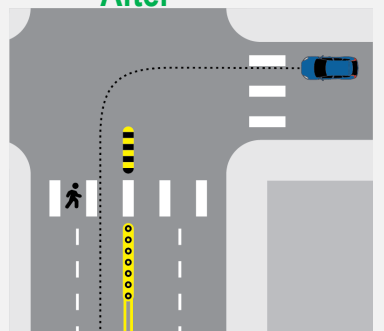
Quick build curb extension



Hardened Centerline Before



After



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

High Visibility Crosswalk with Refuge



Curb Extension



Median Island



Bike Boxes



1

NW 82 Av

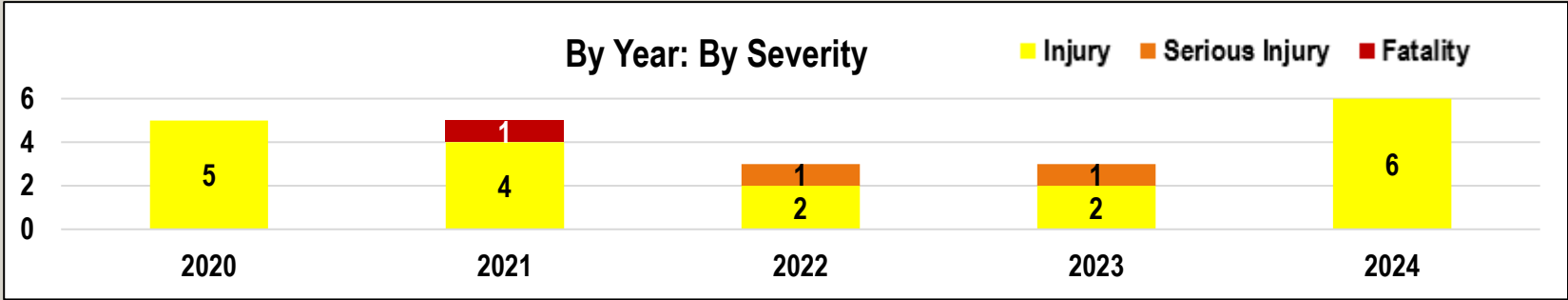
Piper HS

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)

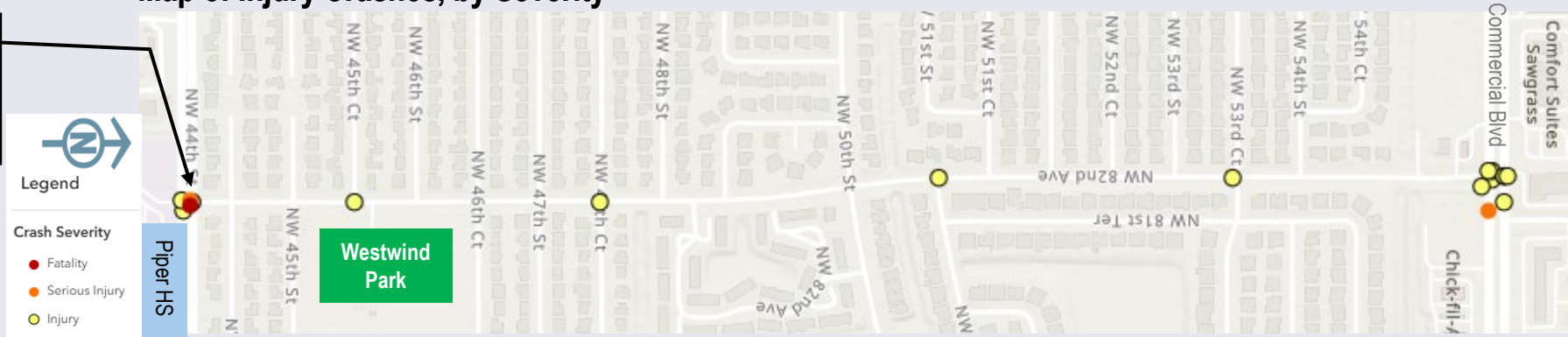
38 Crashes (Injury + KSI)



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



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

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)

NW 82 Av: Recommendations

Improve comfort and safety of neighborhood roadway / route to school

Existing Conditions

● Bus Stops

▬ Speed Hump



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

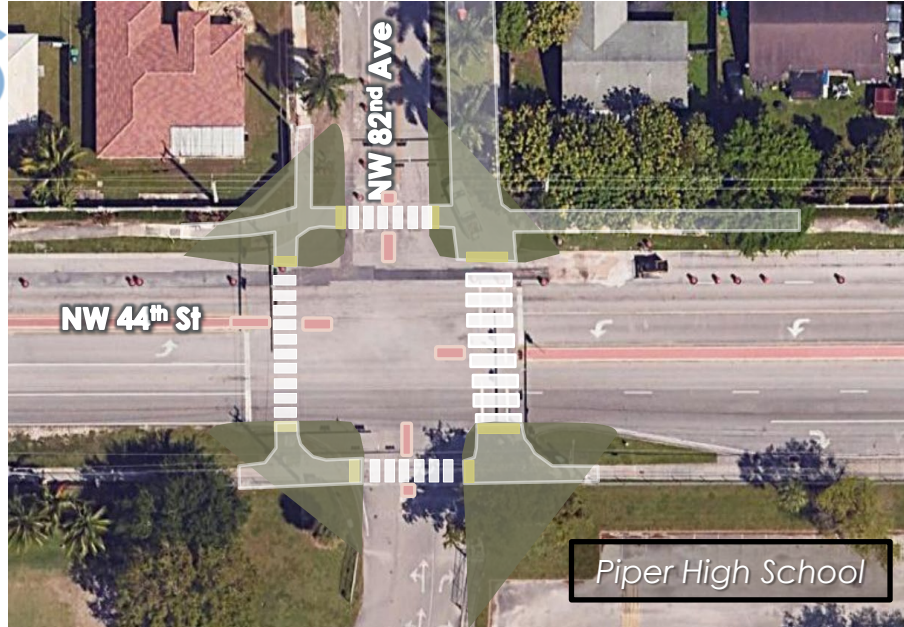
Existing Conditions



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

High Visibility Crosswalk



Lead Pedestrian Interval



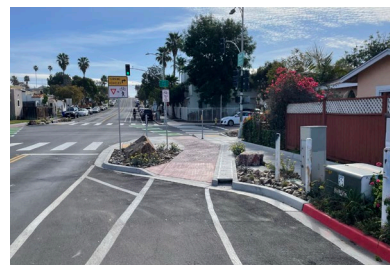
Curb Extension



Median Island



Bend Out



4

NW 56 Av

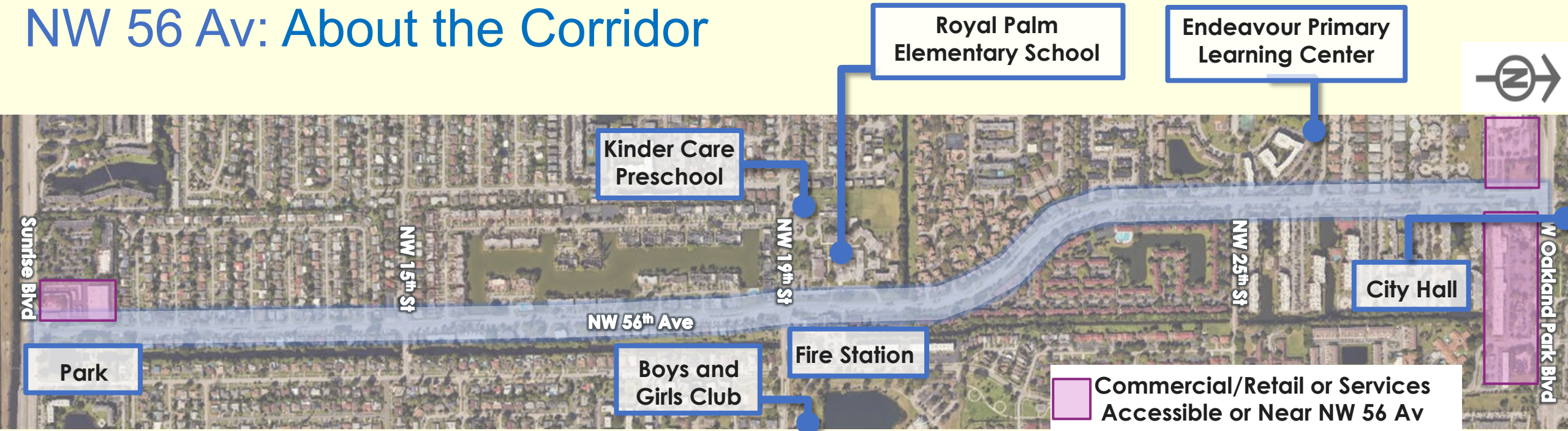
Endeavor PLC
Royal Palm ES

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



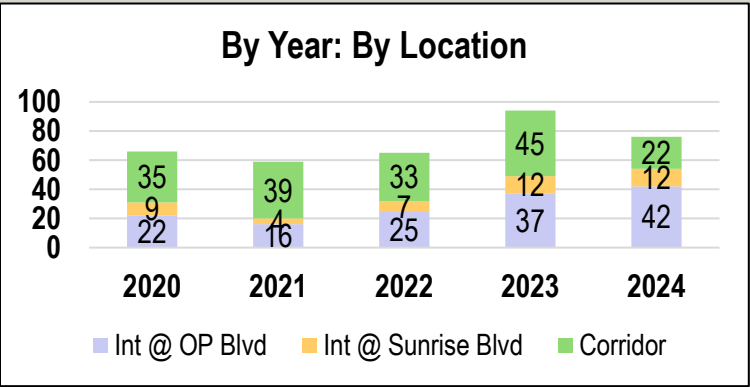
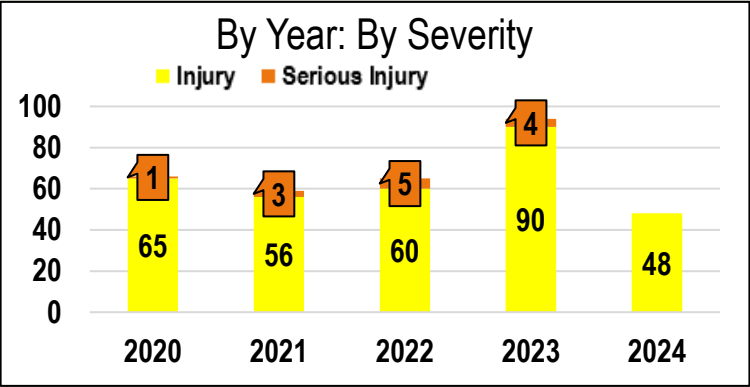
Kids & Families Corridor

- 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



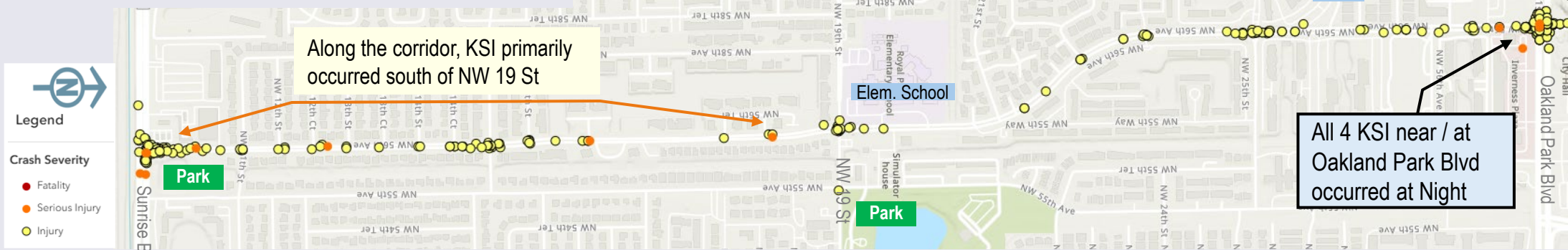
NW 56 Av: Injury Crashes (2020-2024)

360 Crashes (Injury + KSI)



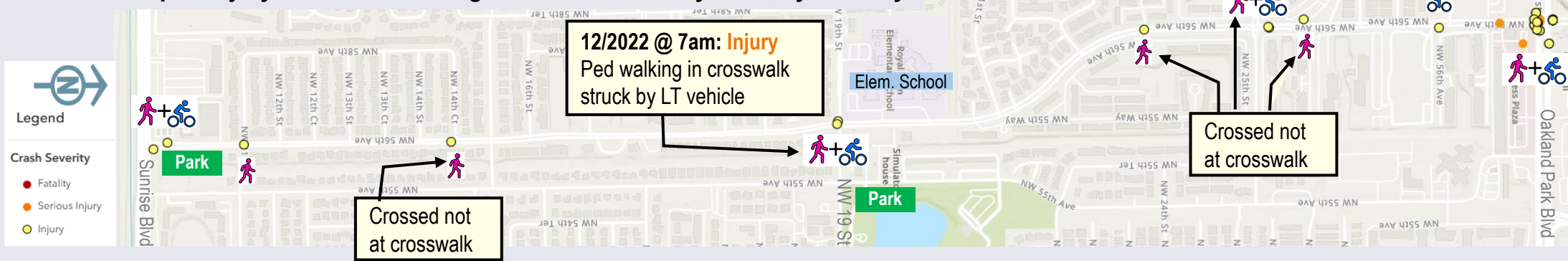
The injury crashes at Oakland Park Blvd have doubled over the past five years, while there has been a decrease in the injury crashes on the corridor (area not including the two arterial intersections).

Map of Injury Crashes, by Severity



38% of Injury Crashes occurred at Night (50% of KSI crashes)

Map of Injury Crashes involving Pedestrians or Bicyclists, by Severity



NW 56 Av: Injury Crashes (2020-2024)

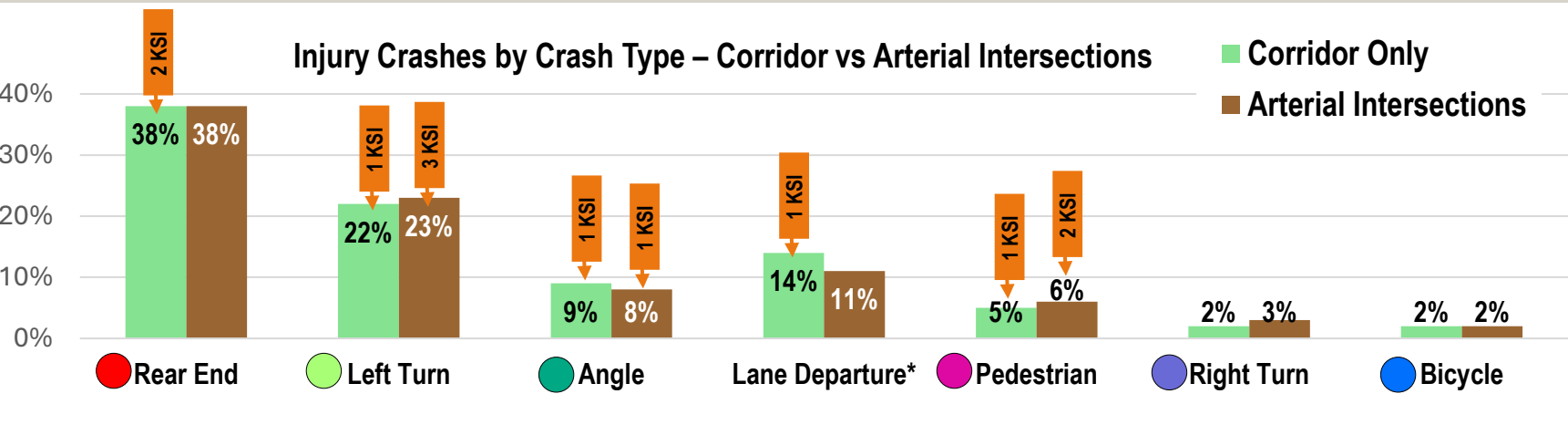
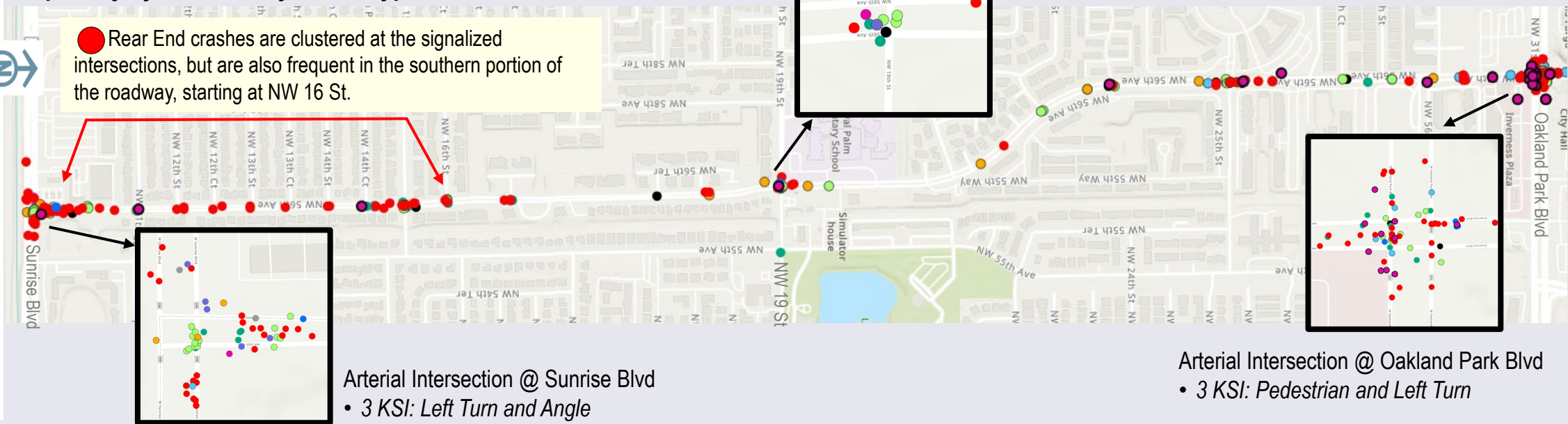
360 Crashes (Injury + KSI)

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)

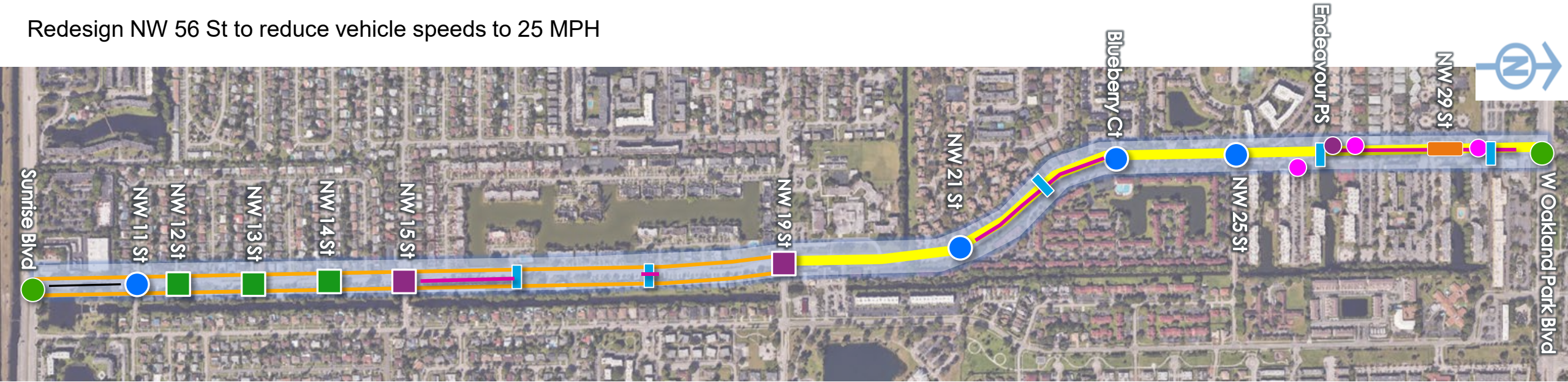
Rear End crashes are clustered at the signalized intersections, but are also frequent in the southern portion of the roadway, starting at NW 16 St.















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: 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

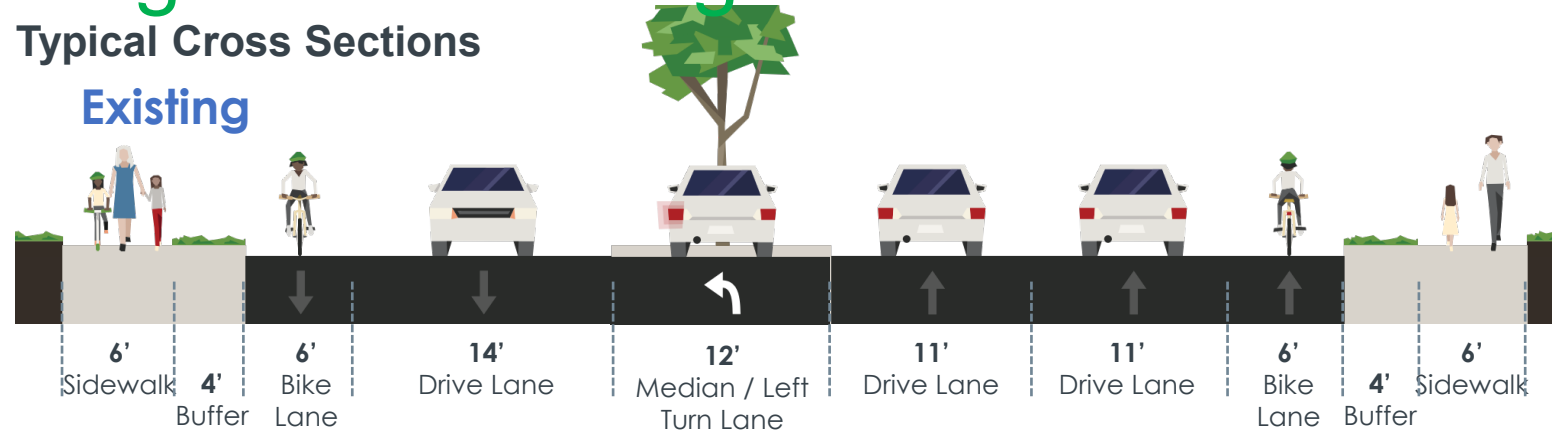
- Limits turning conflicts
- Alerts people biking and driving to potential for conflict



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

Typical Cross Sections

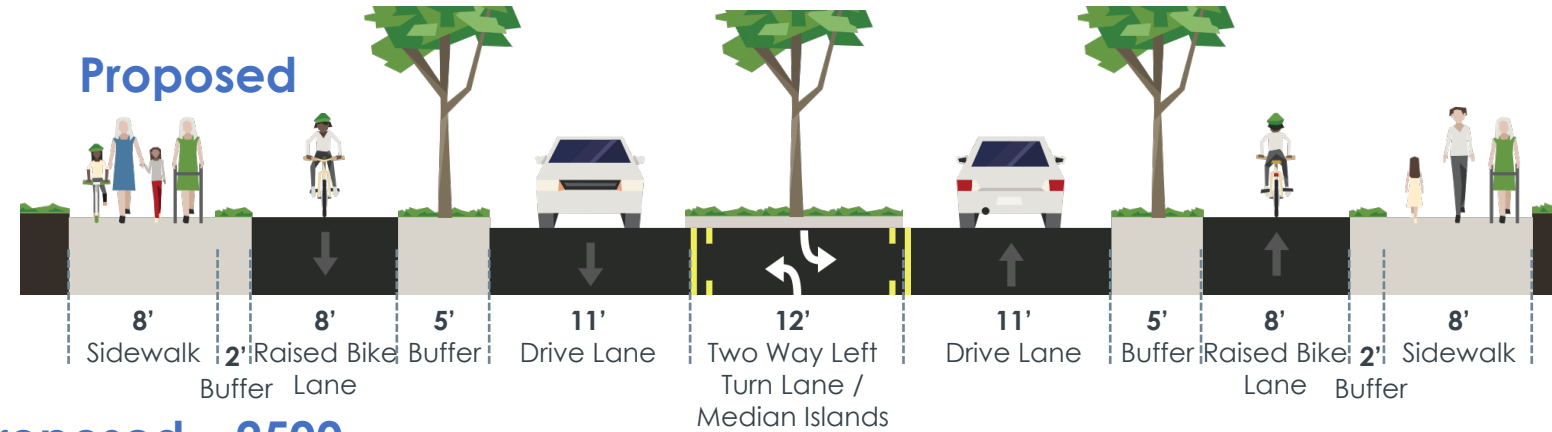
Existing



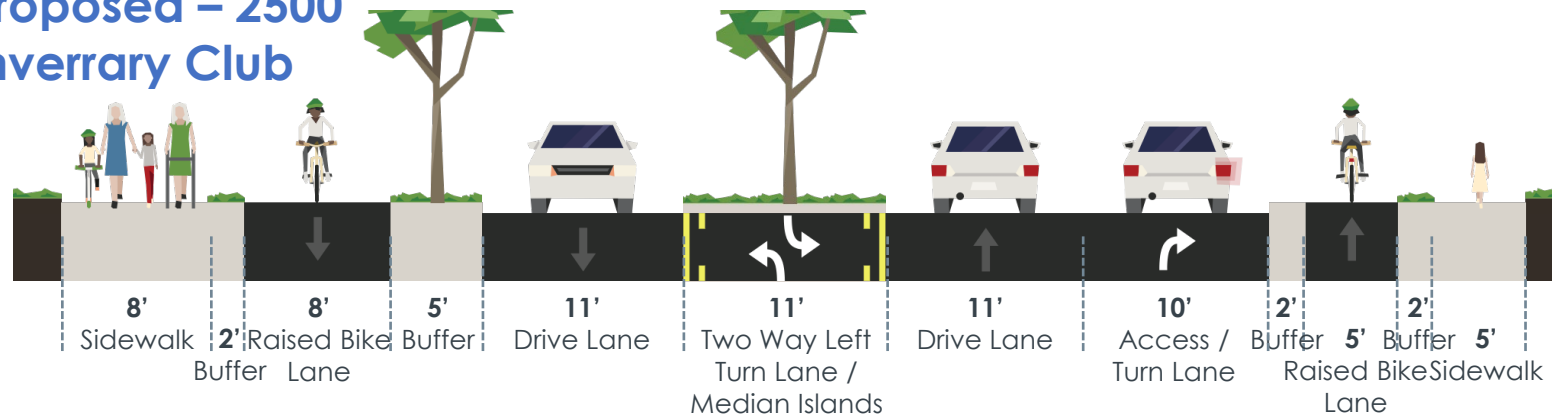
Recommendations

- **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

Proposed



Proposed – 2500 Inverrary Club



NW 56 Av: NW 19 St (Discussion)

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 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 paint

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

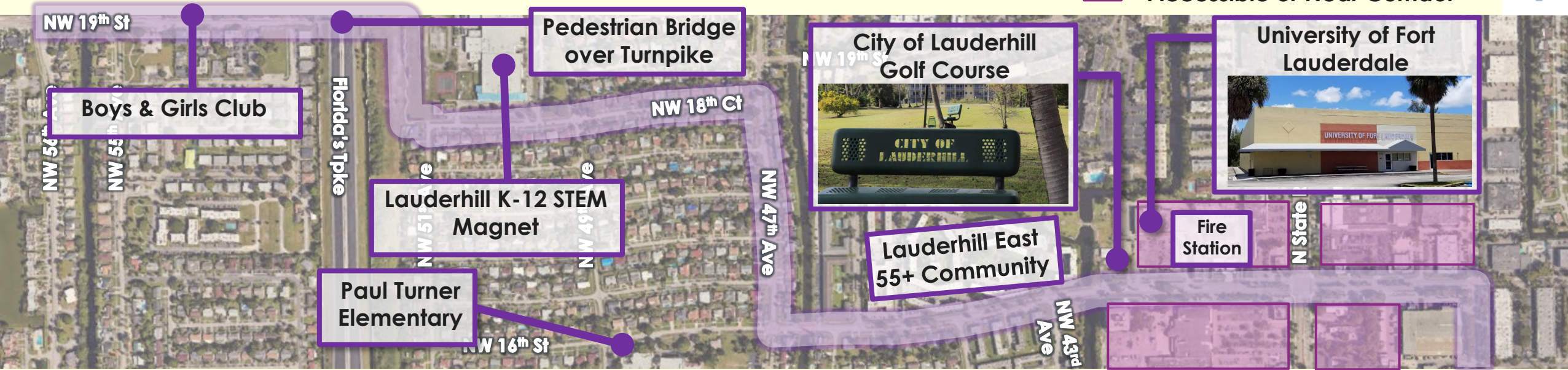
From NW 19 St @ NW 56 Av to Central Broward Park via NW 16 St						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Ped Bridge over Turnpike and Inter. at US 441 Broward Schools: Shared Use Path	2 miles	2 Lanes 4 on NW 16 St	25 MPH	Local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



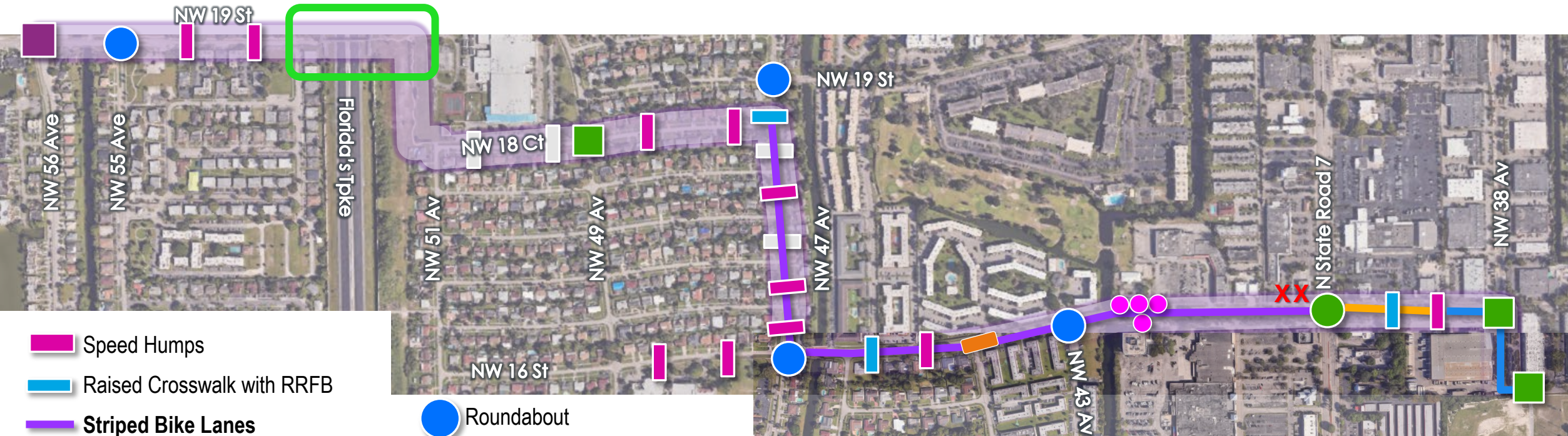
One Corridor— Different Needs

- 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

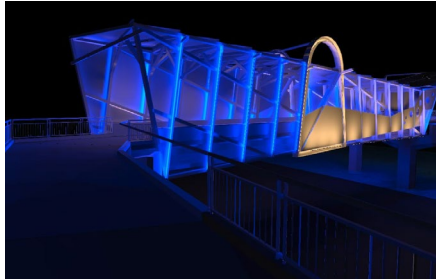
Integrate Art on Soundwall and Bridge

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.

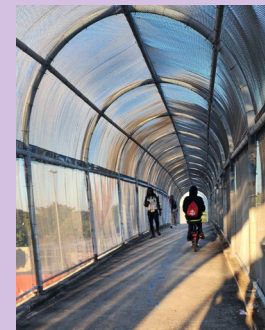
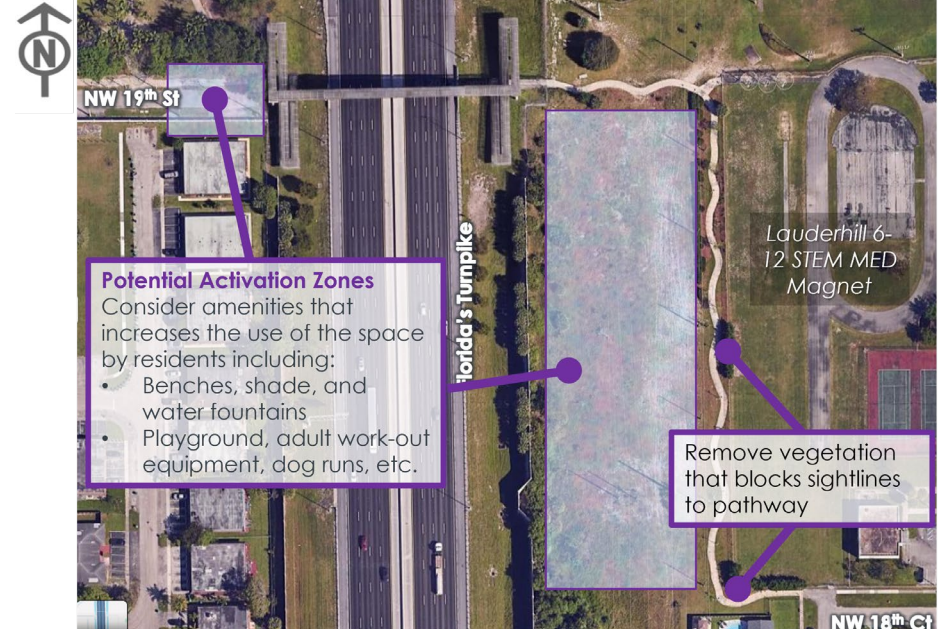


Rebuilding Opportunity

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



Views of western and eastern access to the bridge, plus configuration

