

A background image of a street scene. In the foreground, three people are walking across a crosswalk: a woman in a teal shirt and white pants carrying a white bag, a woman in a white striped shirt and light blue pants, and a young child in a white shirt and blue pants. In the background, a silver SUV is parked on the side of the road. A sign on the right side of the road reads "INVERRARY".

Lauderhill Transportation Master Plan

Stakeholder Meeting: **FDOT**
Potential Solutions

Agenda

1. Lauderdale TWP: 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:

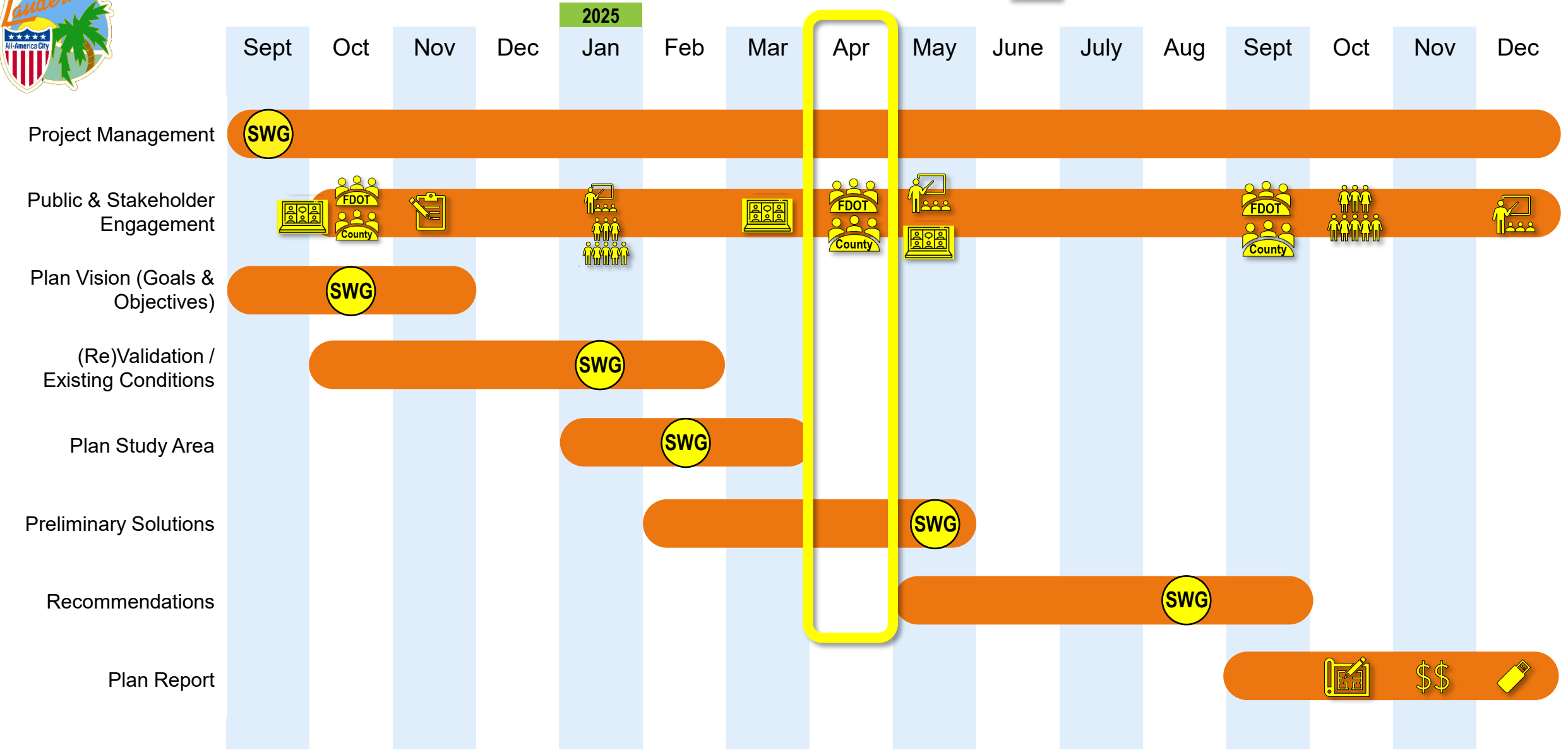
- 1) Plan Study Area selection rationale
- 2) Evaluation Framework
- 3) Plan Study Area Full Information: Existing Conditions, 5-Year Injury Crashes, and Proposed Solutions



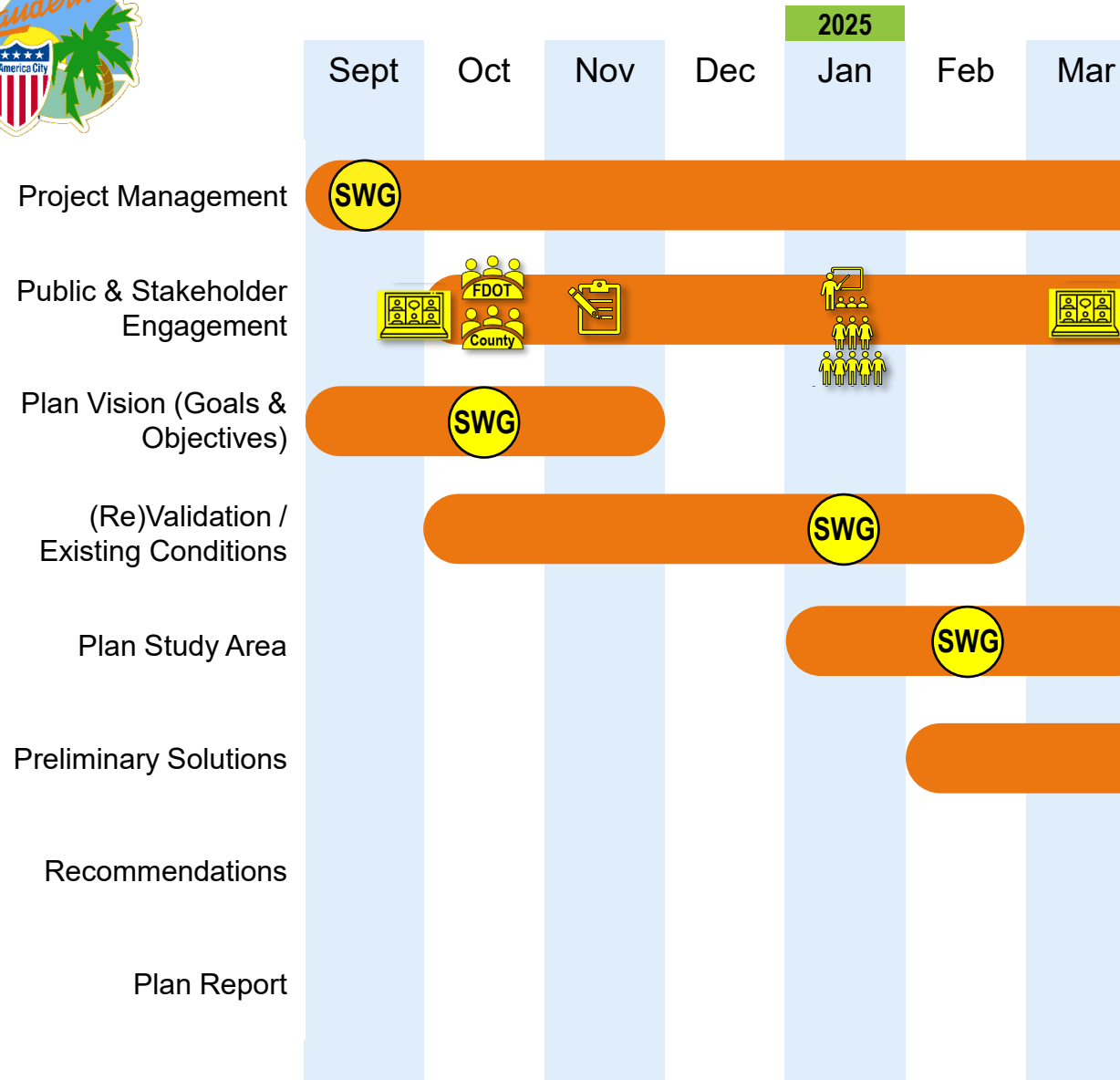
Lauderhill TMP: Schedule



- 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: 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 

 **Going to Work**
20% Walk
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

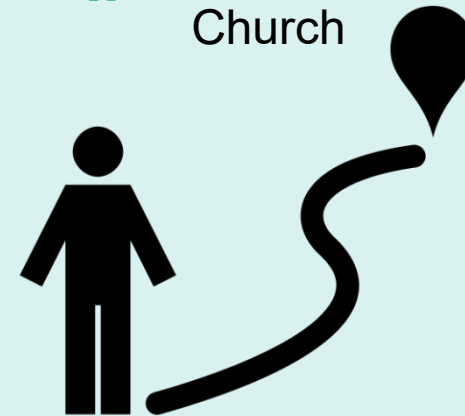
 **28%**
Crossing Streets
*Overall #4 Concern

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



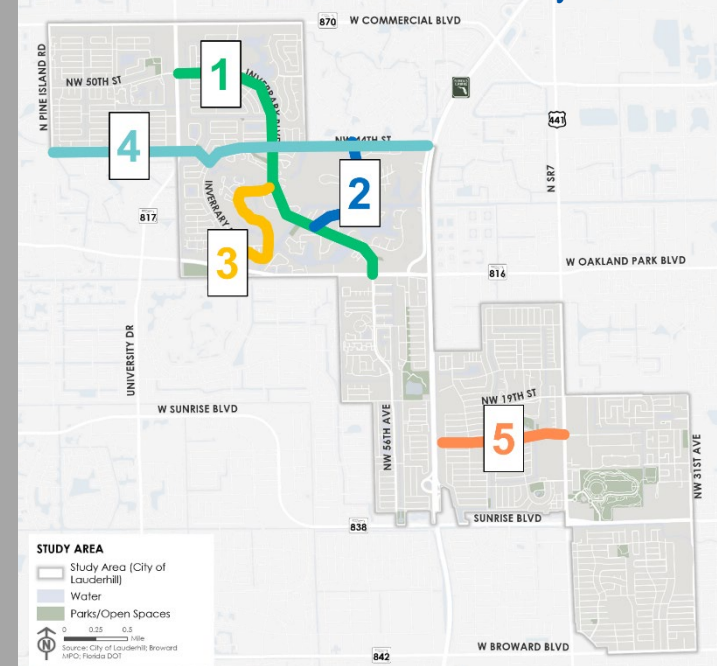
#3 Publix or Grocery Store

#4 City Hall

Prioritized Regional Roadways



Prioritized Local Roadways



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

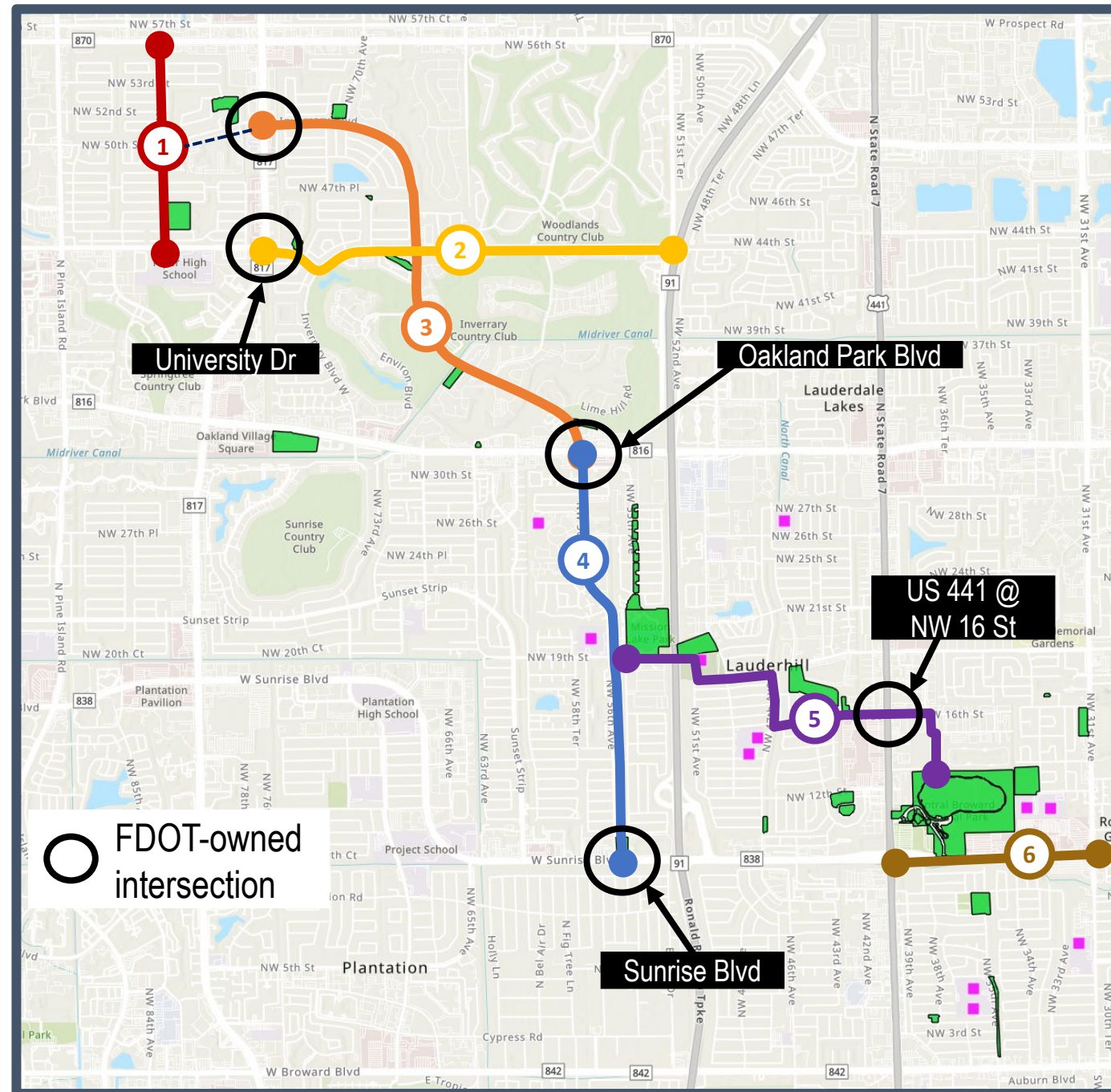
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP (including concepts, scopes-of-work, and planning-level cost estimates). The transportation projects will improve roadway safety and citywide connectivity, consistent with best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



Existing shared-
use Path

US 441

Fort Lauderdale Swap Shop

- Current opportunities for re-development

W Sunrise Blvd

W 34th Ave

NW 31st Ave

Future shared-use Path

Pedestrian Bridge

(only accessible from
Swap Shop)

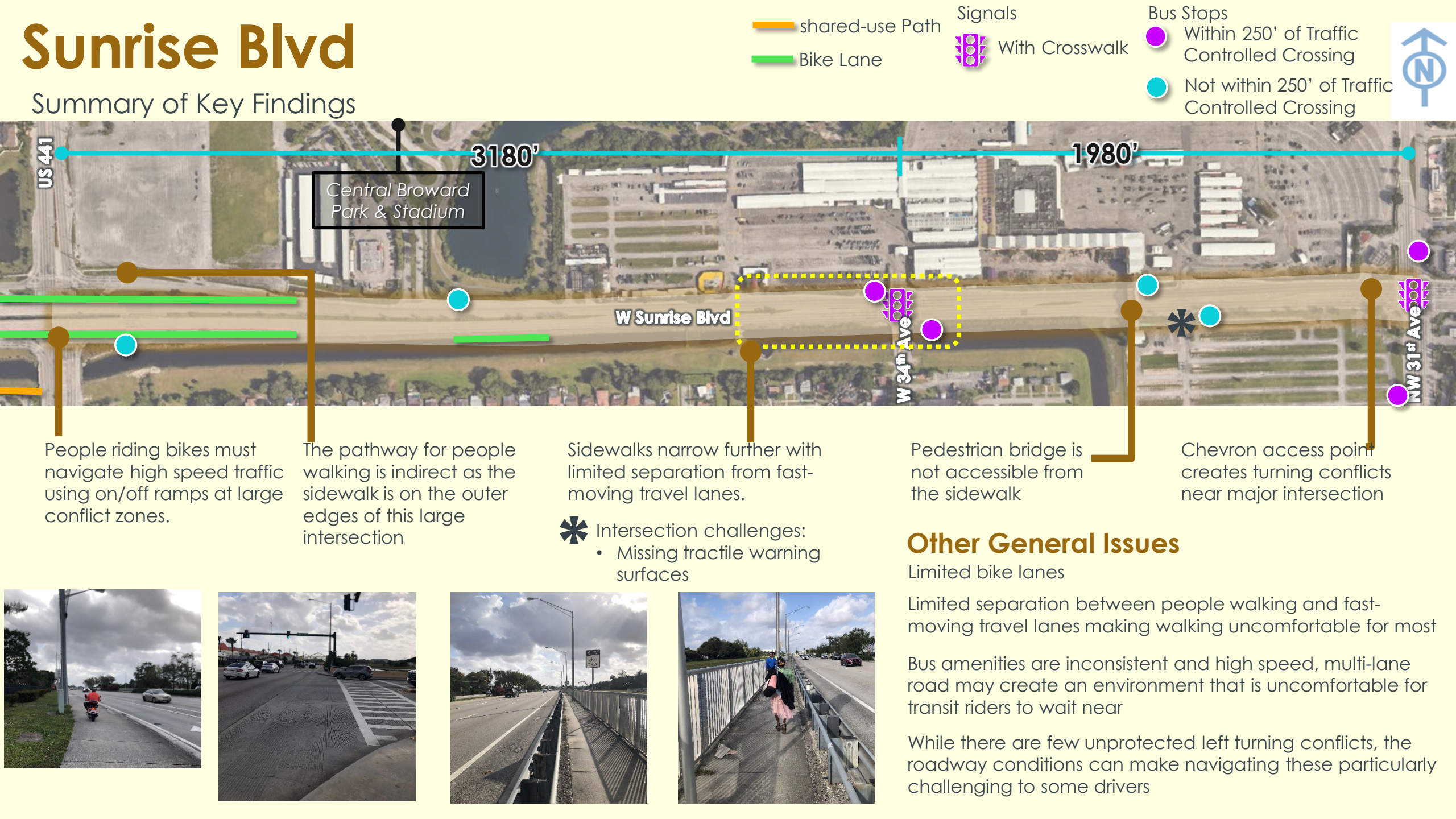
Major Roadway – Major Changes

- 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 34Av
- 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

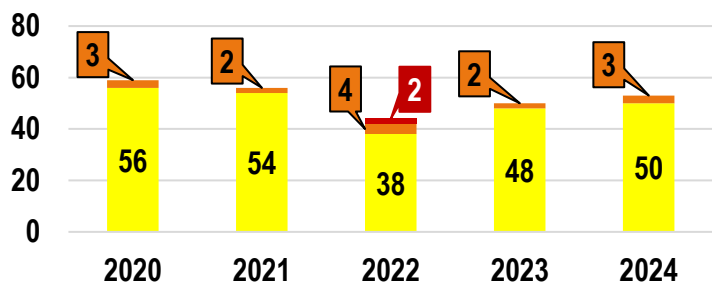


Sunrise Blvd

Injury Crashes (2020-2024)

263 Crashes (Injury + KSI)

By Year: By Severity

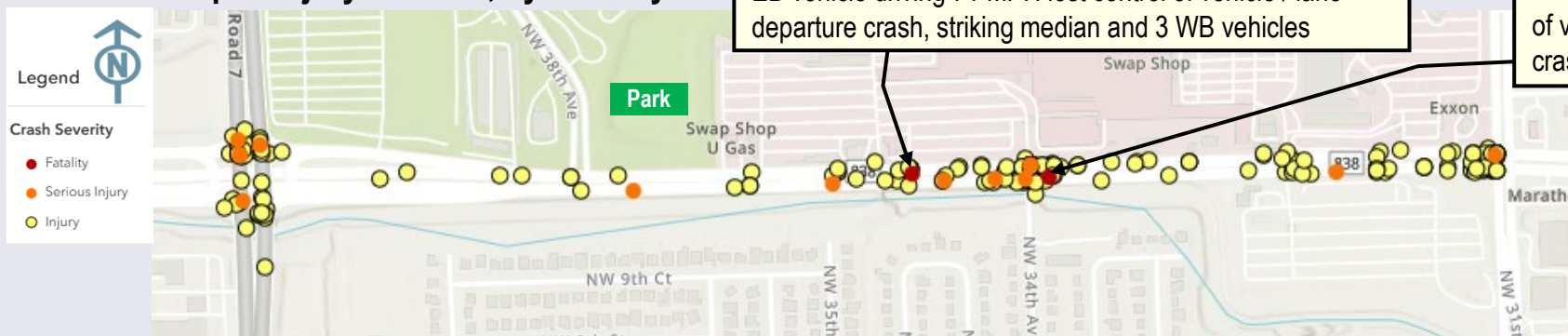


Yearly trends are holding fairly steady. While 2022 had the lowest number of injury crashes, it had the highest number of KSI.

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



7/4/2022 @ 2pm: **Fatality**

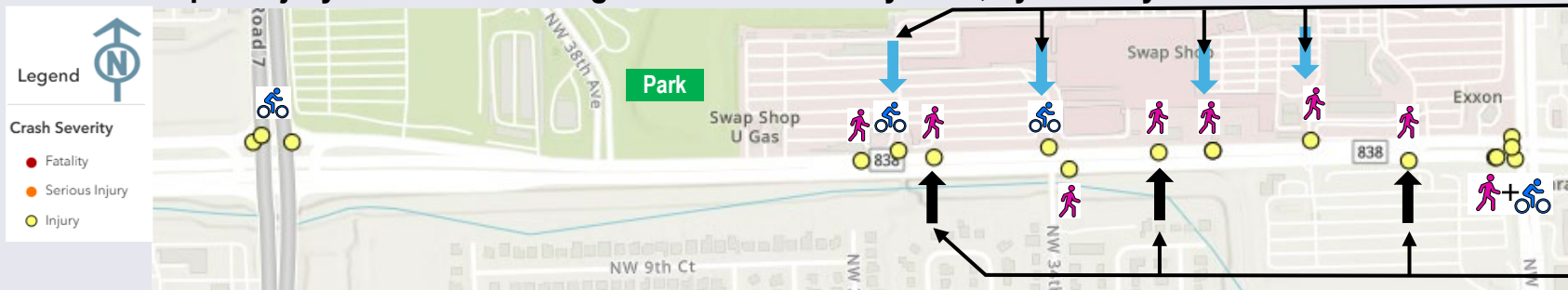
EB vehicle driving 71 MPH lost control of vehicle / lane departure crash, striking median and 3 WB vehicles

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)

Map of Injury Crashes Involving Pedestrians or Bicyclists, by Severity



4 crashes involved vehicles striking ped's or bicyclists on north sidewalk, at Swap Shop driveway entrances

3 crashes involving ped's or bicyclist crossing roadway mid-block

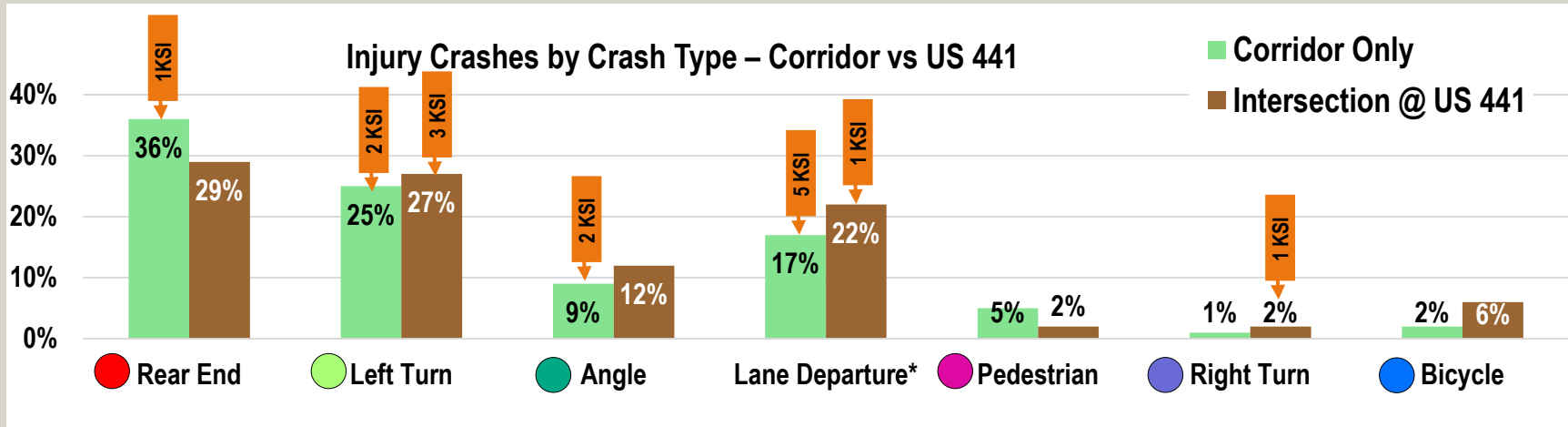
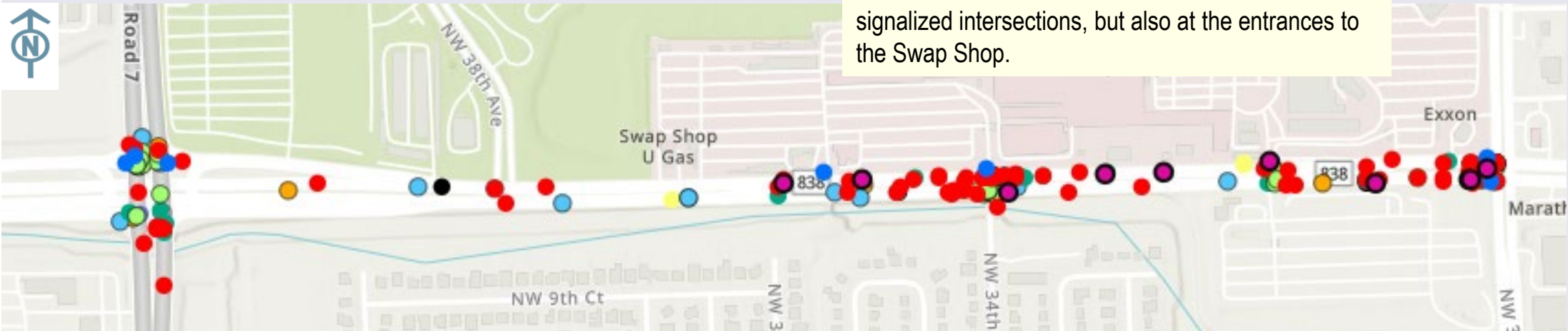
Sunrise Blvd

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)



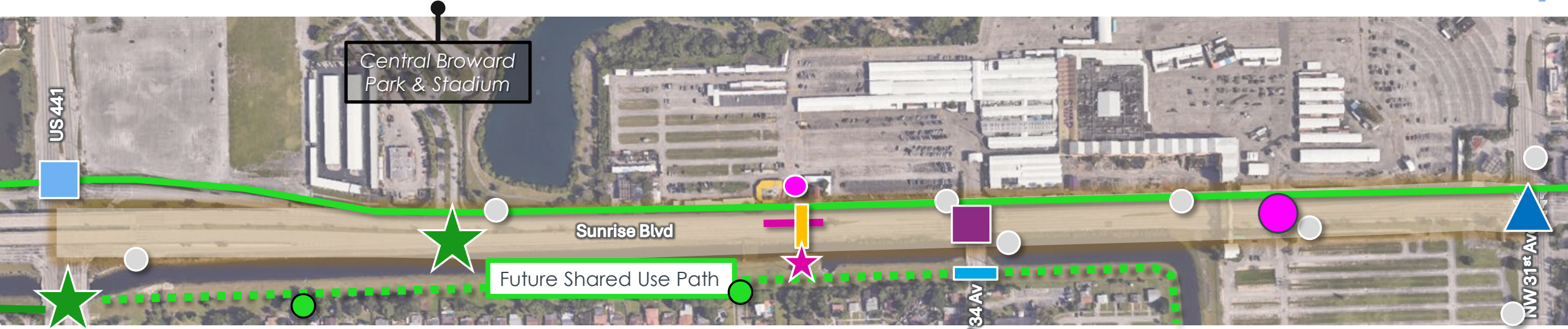
Both on the corridor and at the intersection with US-441, rear end and left turn crashes comprise more than 50% of all injury crashes.













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



-  Evaluate installing a signal
 - Driven by future potential development
 - Include a protected intersection, median islands, and dedicated phases for people walking and biking
-  Intersection Improvements
 - Add protected intersection with refuge islands
 - Ensure future multi-use path connects to and crosses intersection
-  US 441
 - Add raised crossings at slip lanes
 - Evaluate pedestrian crossing phases to ensure comfortable walking pace for people over 65 or who use mobility devices
 - Consider the addition of refuge islands
-  Signalized Midblock Crossing
 - Including median island and curb extensions to shorten crossing distance
-  Bridge Improvements
 - Consider improvements that limit obstructions and prevent machine tampering
 - Ensure future shared-use path connects to bridge
-  New Pedestrian Bridge
 - Provides alternative north-south and east-west path to US 441 for people walking and biking
-  Add Shared Use Path Access Point
-  Add Median
-  Convert to Right in / Right out
-  Construct Shared Use Path
-  New Raised Crosswalk with RRFB
-  BSAP Project (by others)
 - Intersection at NW 31 Av is included in the BSAP project

Corridor Wide Strategies

Paint Conflict Markings and Raise 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

RCUT Option?



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 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

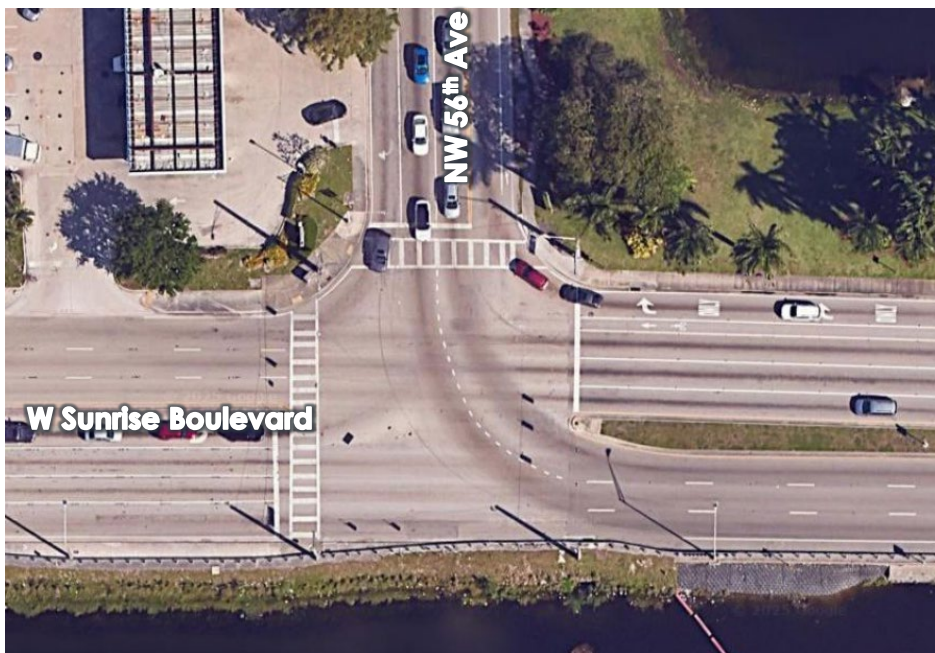
- Bike boxes or protected intersections can be added to help permit left-turn movements and increase comfort of people biking
- Add conflict paint

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

Median Island

Bike Boxes



High Visibility Crosswalk with Refuge

Curb Extension



Inverrary Blvd @ University Dr

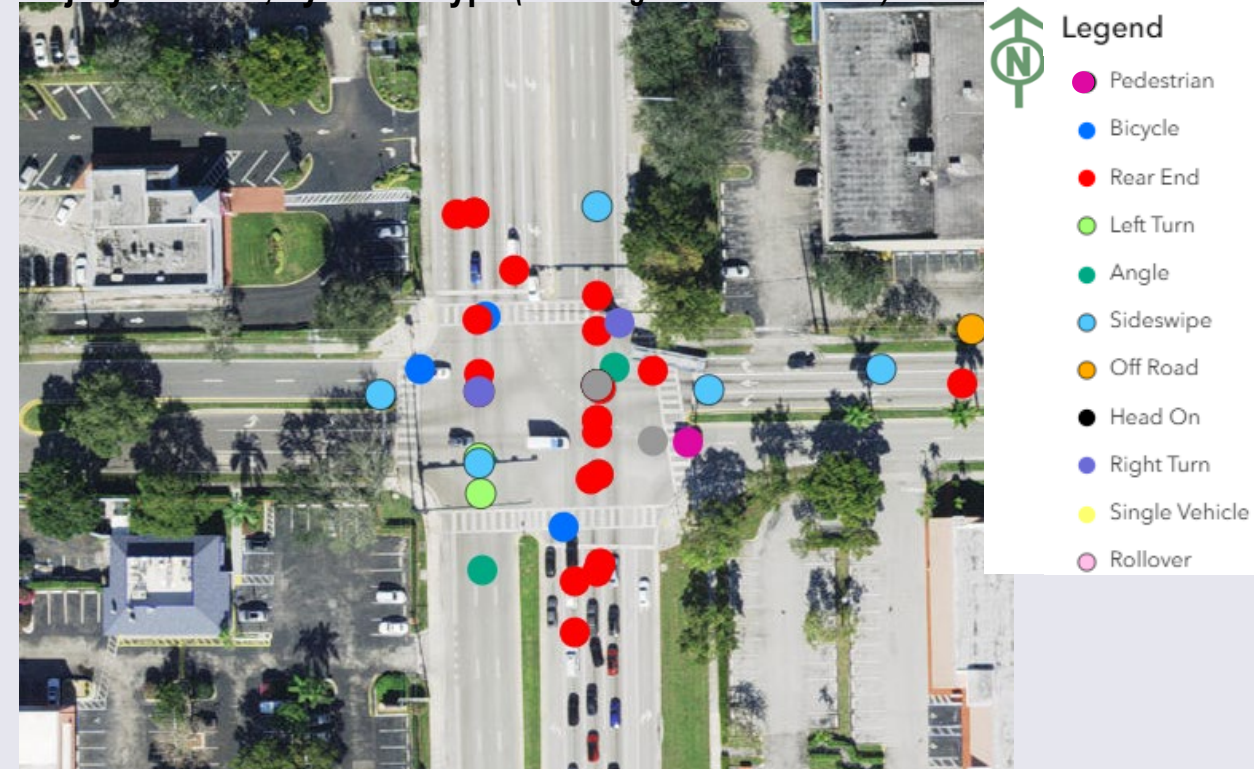
56 Injury Crashes (2020-2024) within 150 ft of intersection

32% of Injury Crashes occurred at Night

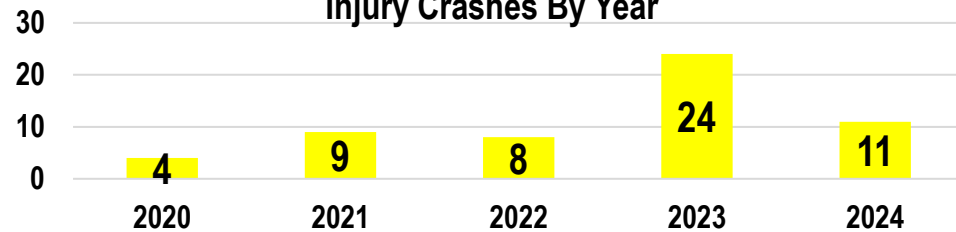
Injury Crashes, by Severity



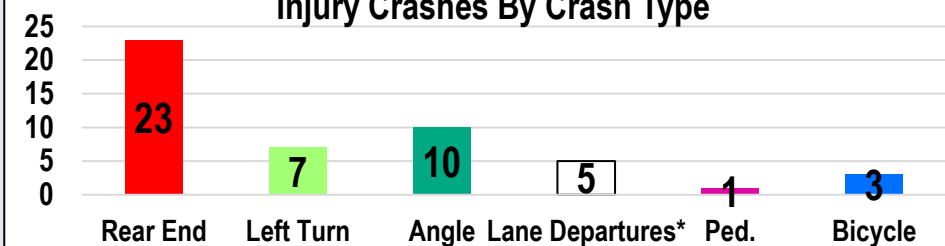
Injury Crashes, by Crash Type (excluding Unknown or Other)



Injury Crashes By Year



Injury Crashes By Crash Type

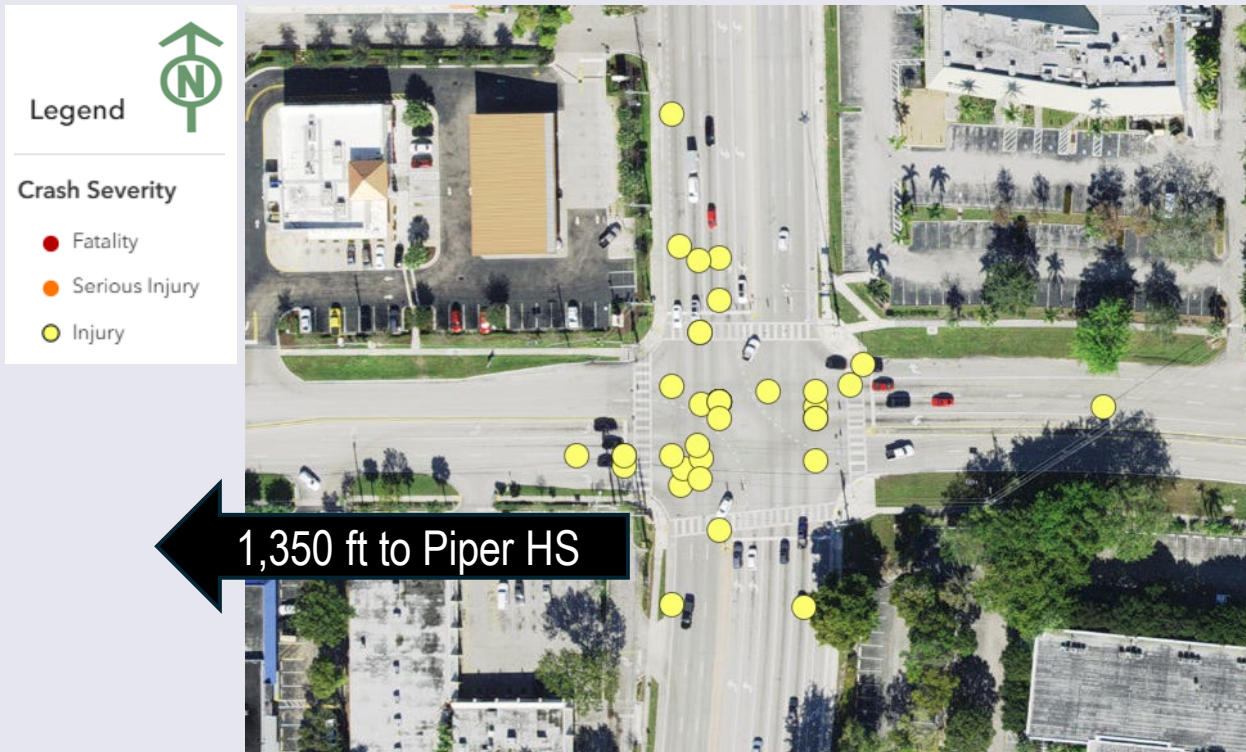


NW 44 St @ University Dr

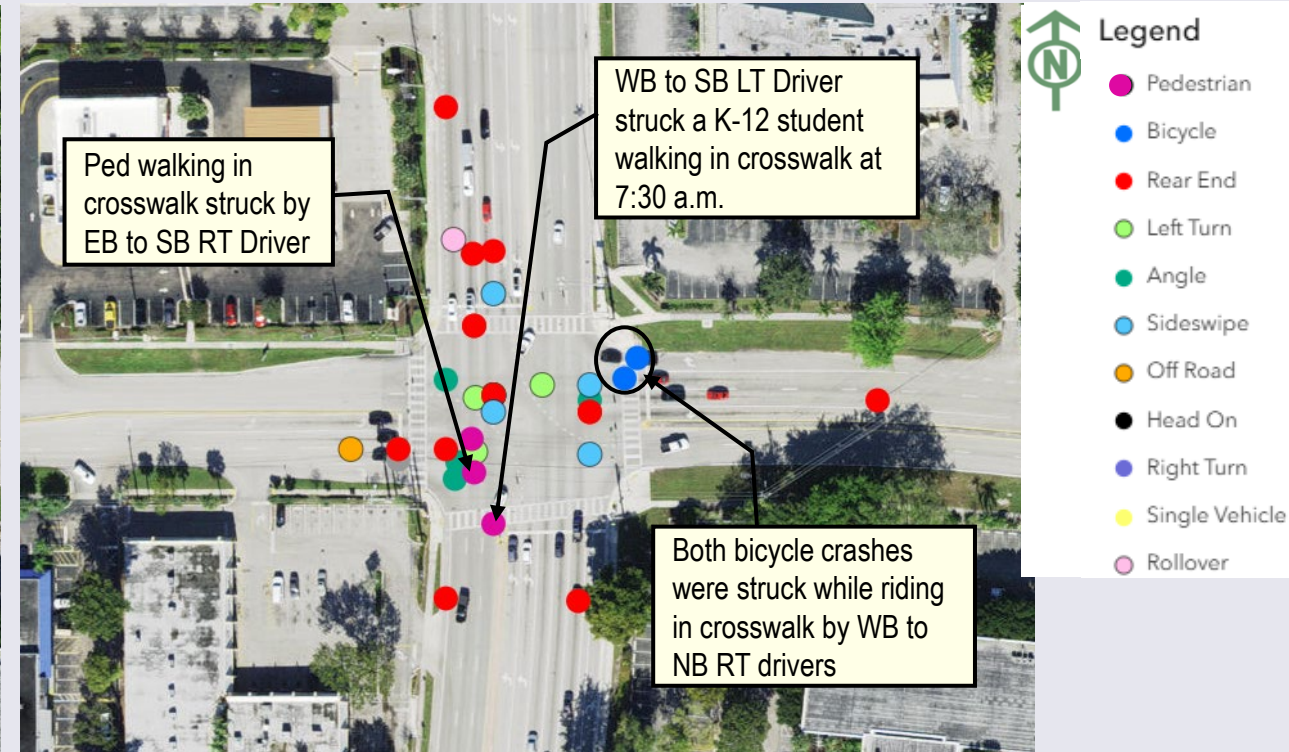
37 Injury Crashes (2020-2024) within 150 ft of intersection

32% of Injury Crashes occurred at Night

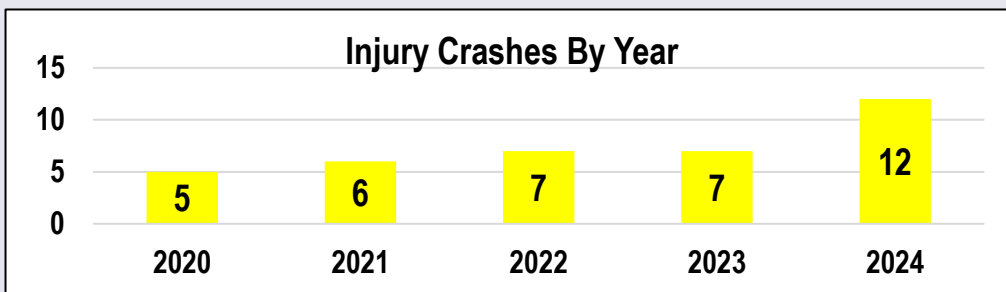
Injury Crashes, by Severity



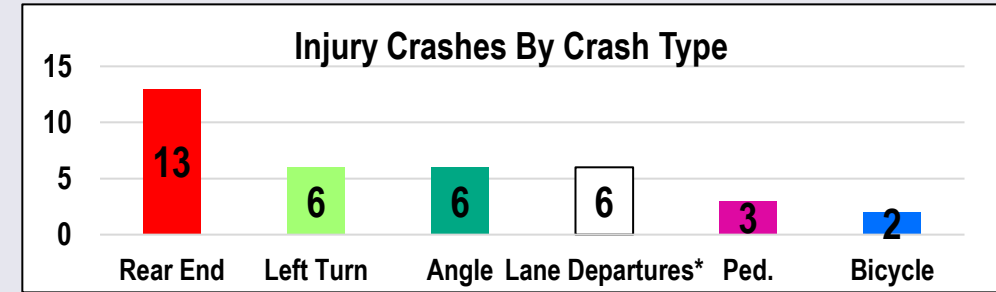
Injury Crashes, by Crash Type (excluding Unknown or Other)



Injury Crashes By Year



Injury Crashes By Crash Type

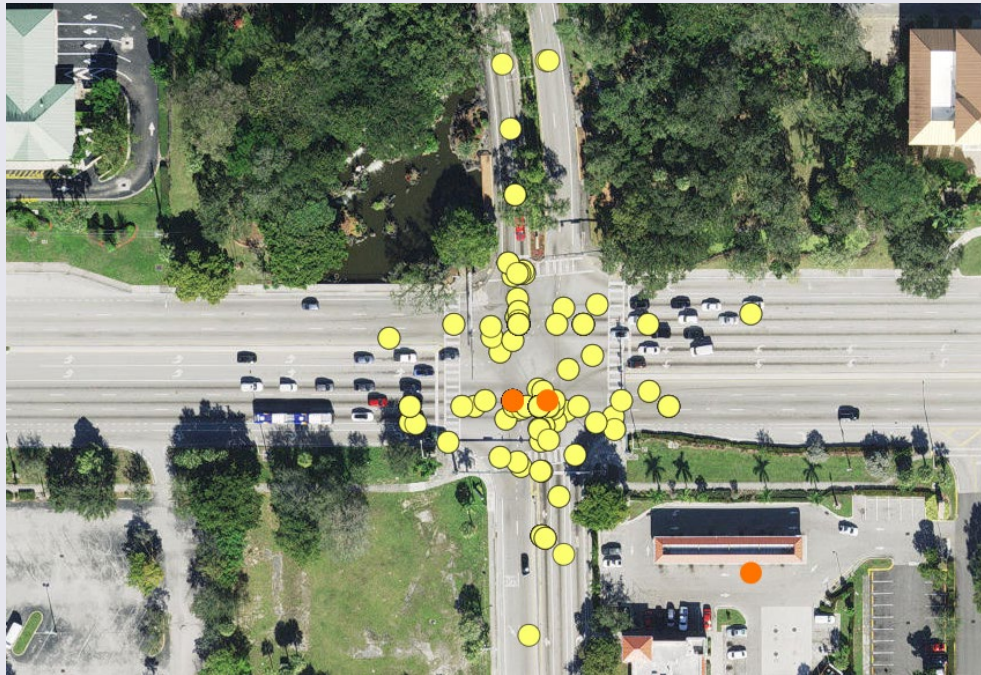


Inverrary Blvd @ Oakland Park Blvd

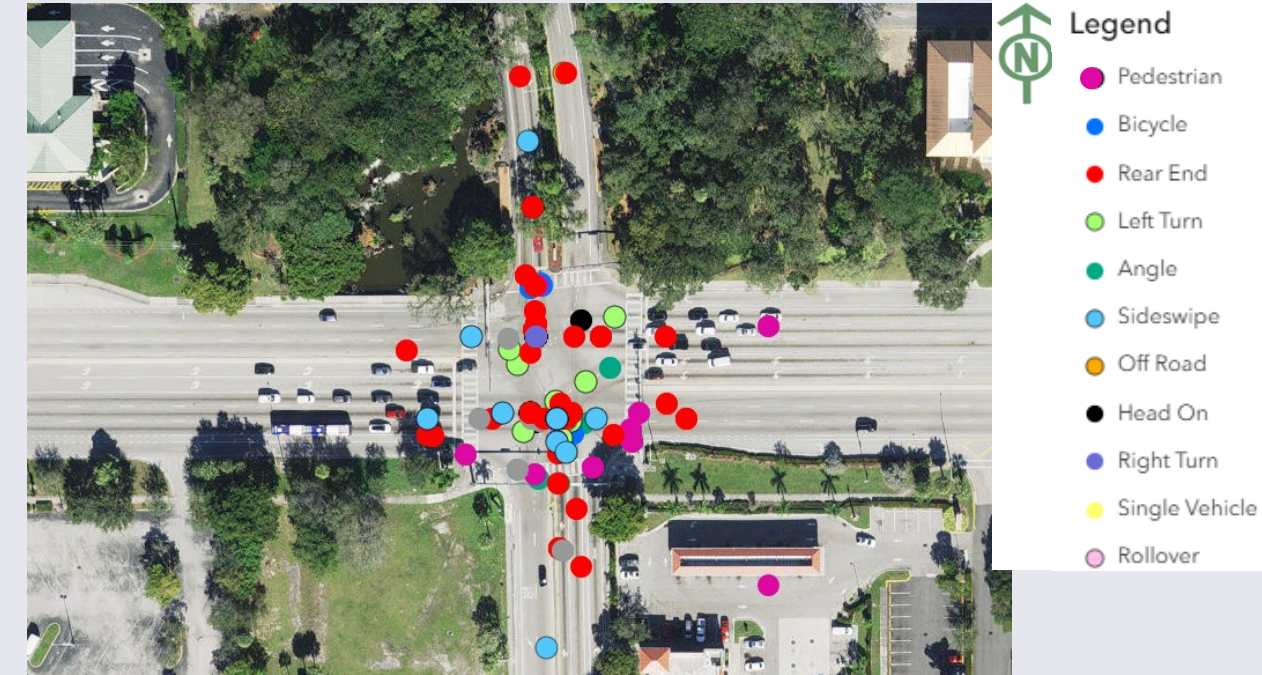
142 Injury Crashes (2020-2024) within 150 ft of intersection

37% of Injury
Crashes occurred at Night

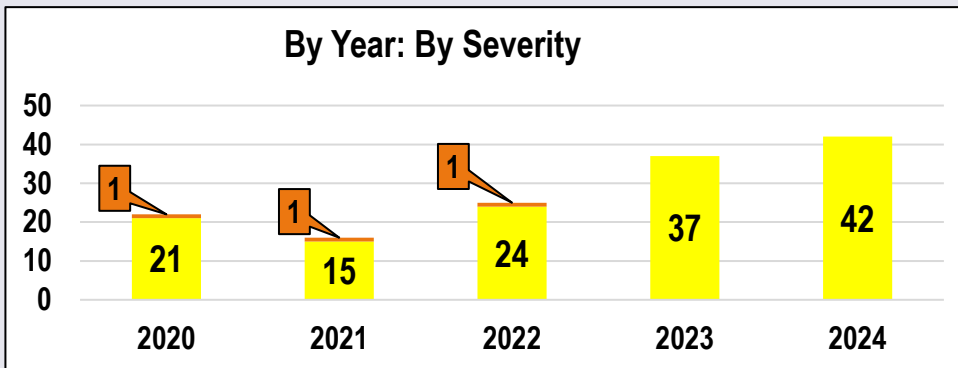
Injury Crashes, by Severity



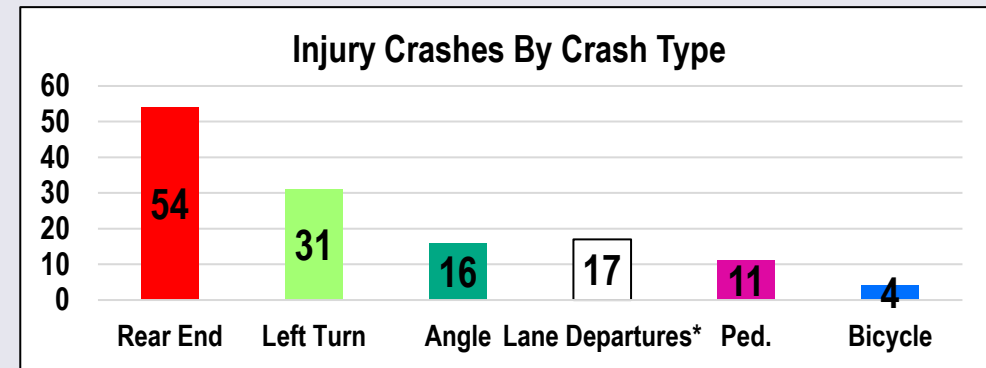
Injury Crashes, by Crash Type (excluding Unknown or Other)



By Year: By Severity



Injury Crashes By Crash Type

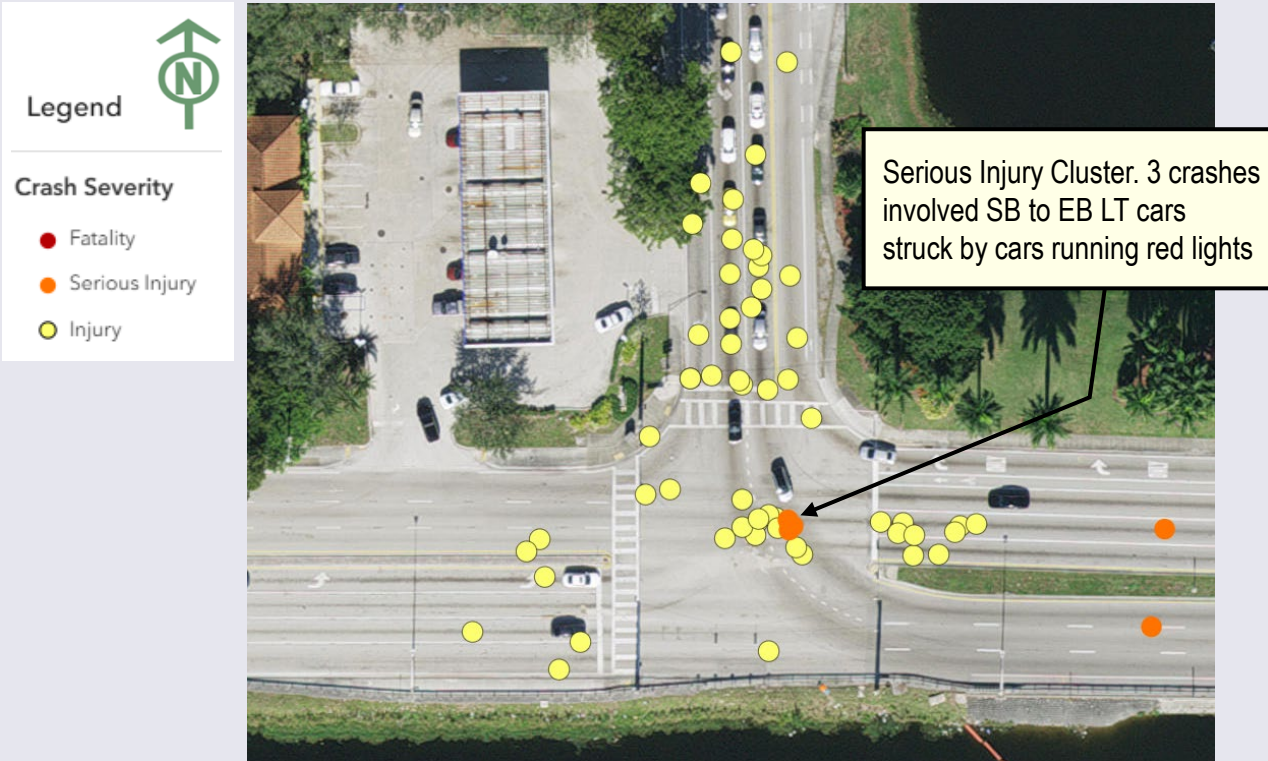


NW 56 Av @ Sunrise Blvd

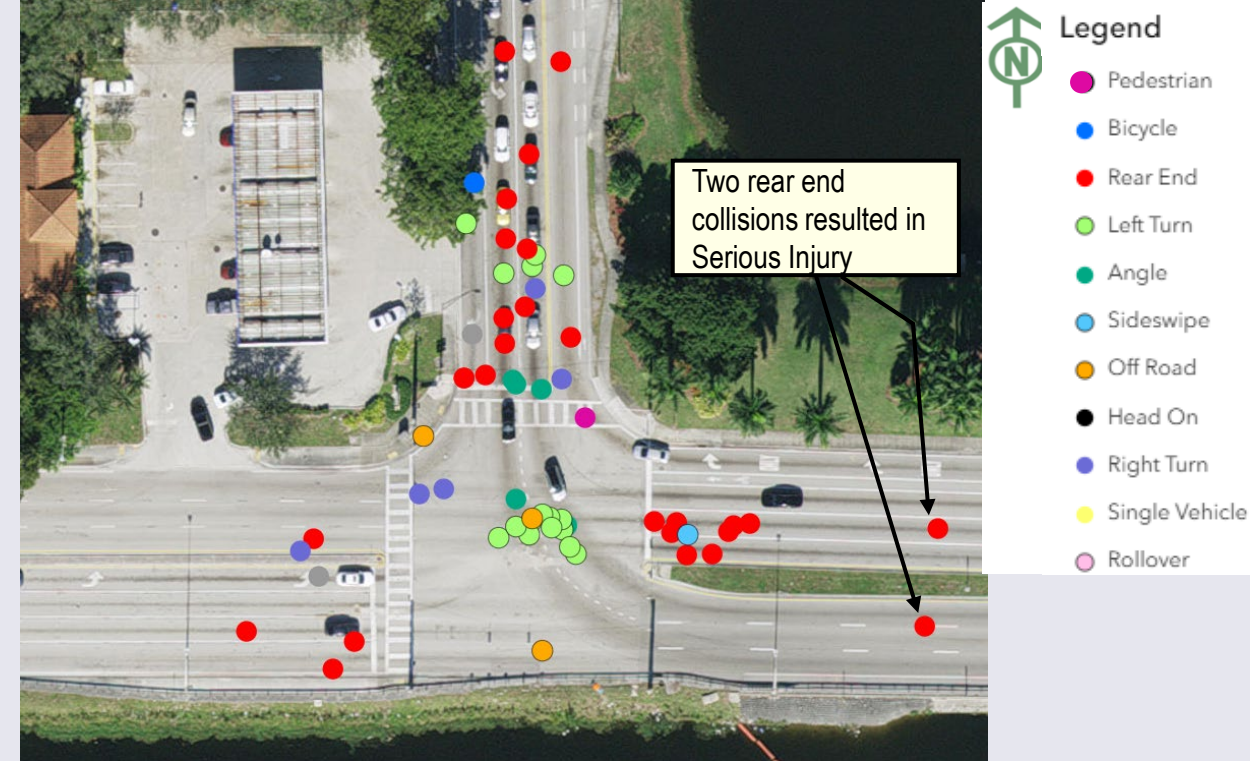
44 Injury Crashes (2020-2024) within 150 ft of intersection

36% of Injury Crashes occurred at Night

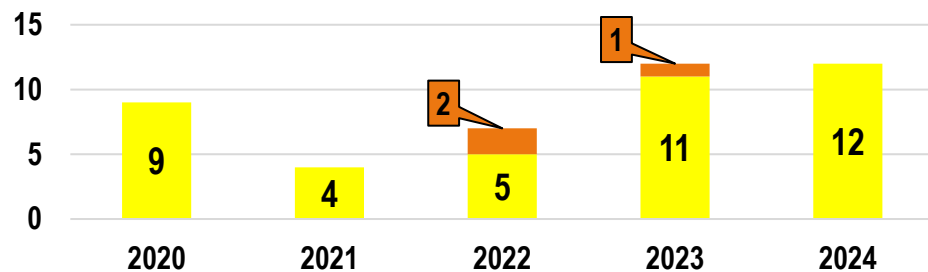
Injury Crashes, by Severity



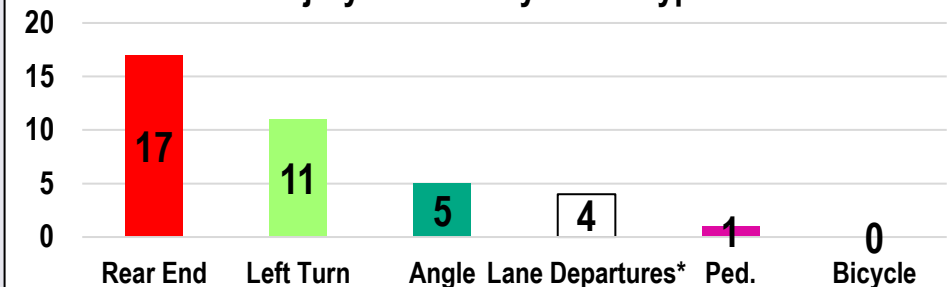
Injury Crashes, by Crash Type (excluding Unknown or Other)



By Year: By Severity



Injury Crashes By Crash Type

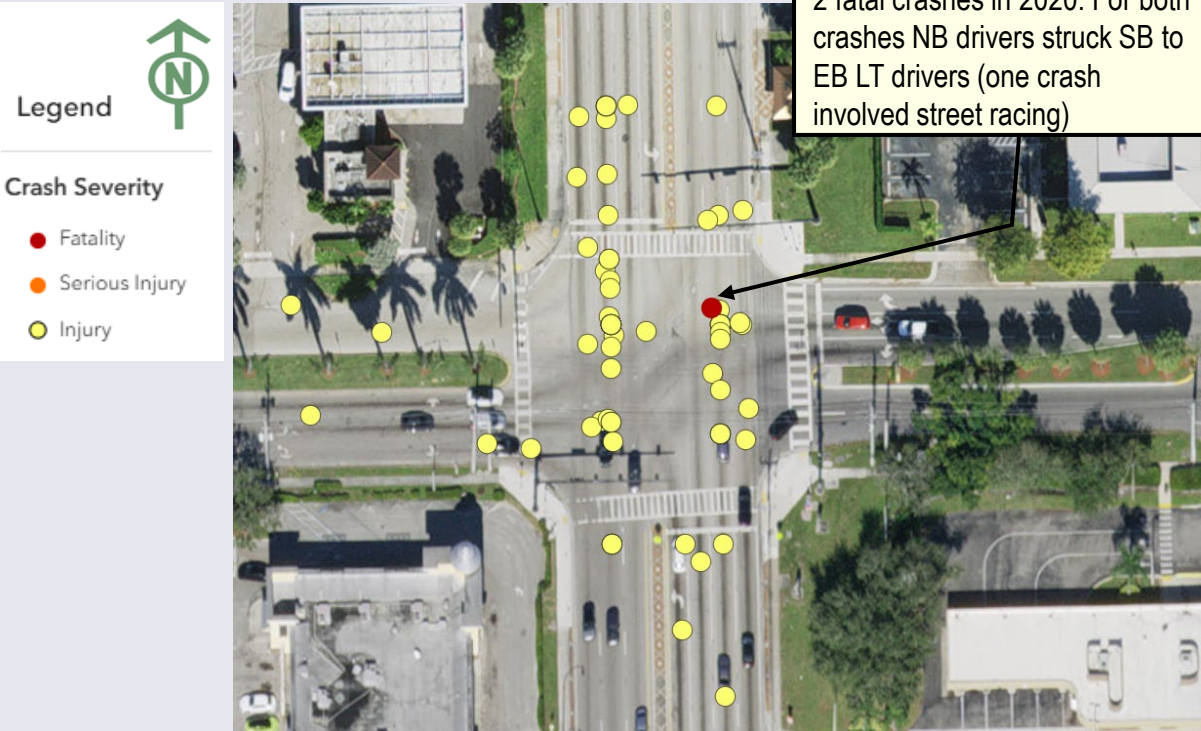


NW 16 St @ US 441

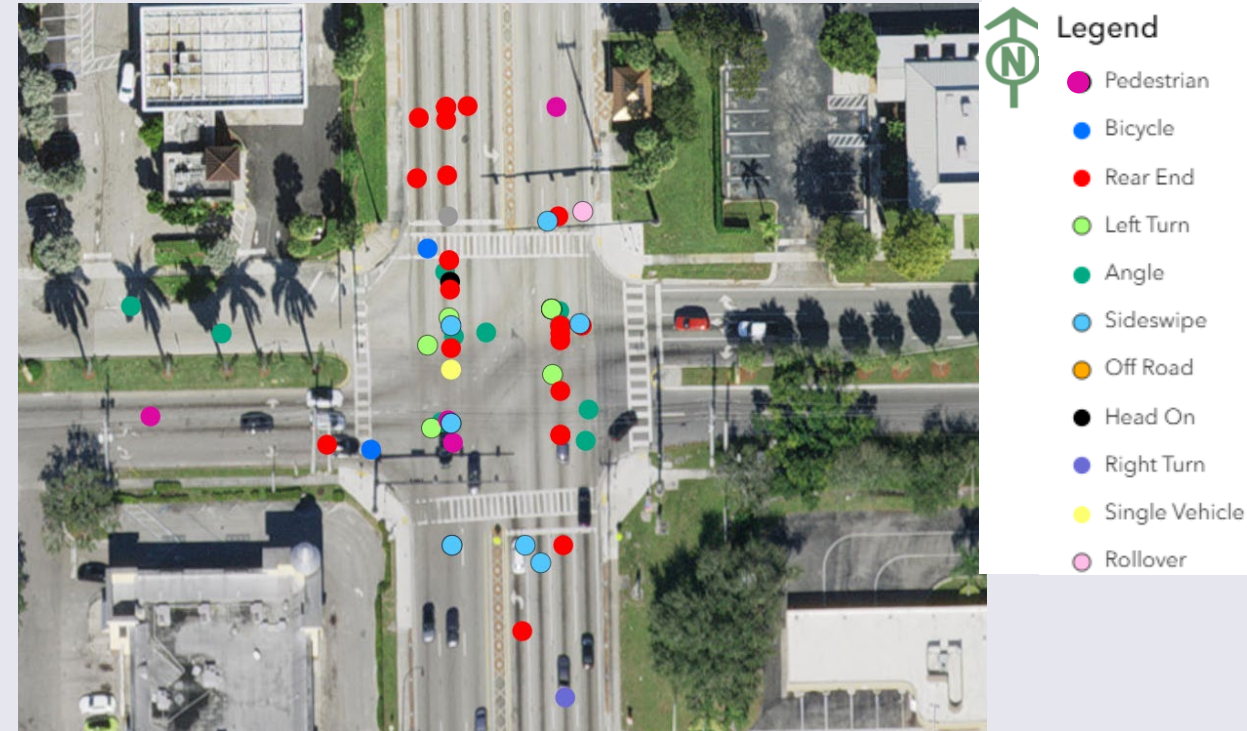
70 Injury Crashes (2020-2024) within 150 ft of intersection

44% of Injury Crashes occurred at Night

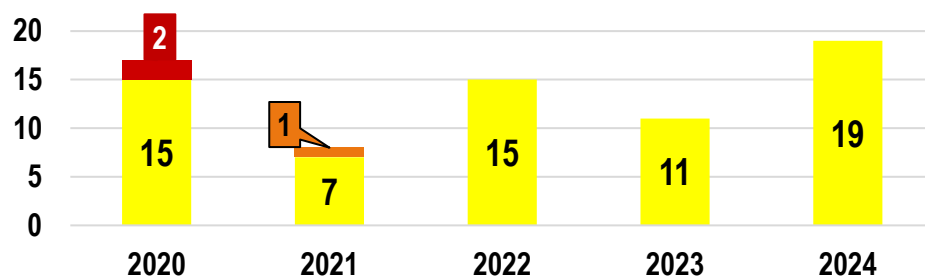
Injury Crashes, by Severity



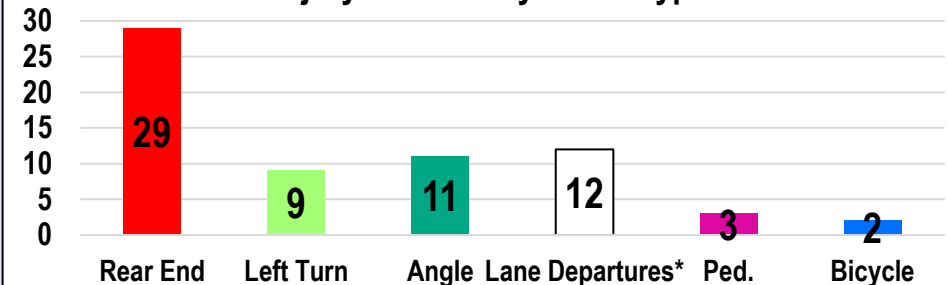
Injury Crashes, by Crash Type (excluding Unknown or Other)



By Year: By Severity





Injury Crashes By Crash Type





Lauderhill TMP: Schedule – Next Steps




 City Staff Working Group Mtg

 Community Survey or Meeting

 FDOT / Broward County Mtg

 City Commission or Advisory Board Meeting

 Stakeholder Mtg

