

A background photograph of a street scene in a sunny, urban environment. 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". The image is overlaid with a semi-transparent dark blue filter.

Lauderhill Transportation Master Plan

Staff Working Group Meeting #6
Potential Solutions Meeting #2: Inverrary Blvd, NW 56 Av, and Sunrise Blvd

Agenda


1. Lauderhill TMP: Schedule
2. Feedback Review
3. Quick Builds
4. Revised Potential Solutions
 - Inverrary Blvd, South of NW 44 St
 - NW 56 Av @ NW 19 St
 - Sunrise Blvd - RCUT
5. Next Steps


Meeting Goals:


- ✓ Obtain consensus on Inv Blvd, south of NW 44 St
- ✓ Share concept for NW 56 Av at NW 19 St
- ✓ Obtain consensus on Sunrise Blvd RCUT option


Lauderhill TMP: Schedule




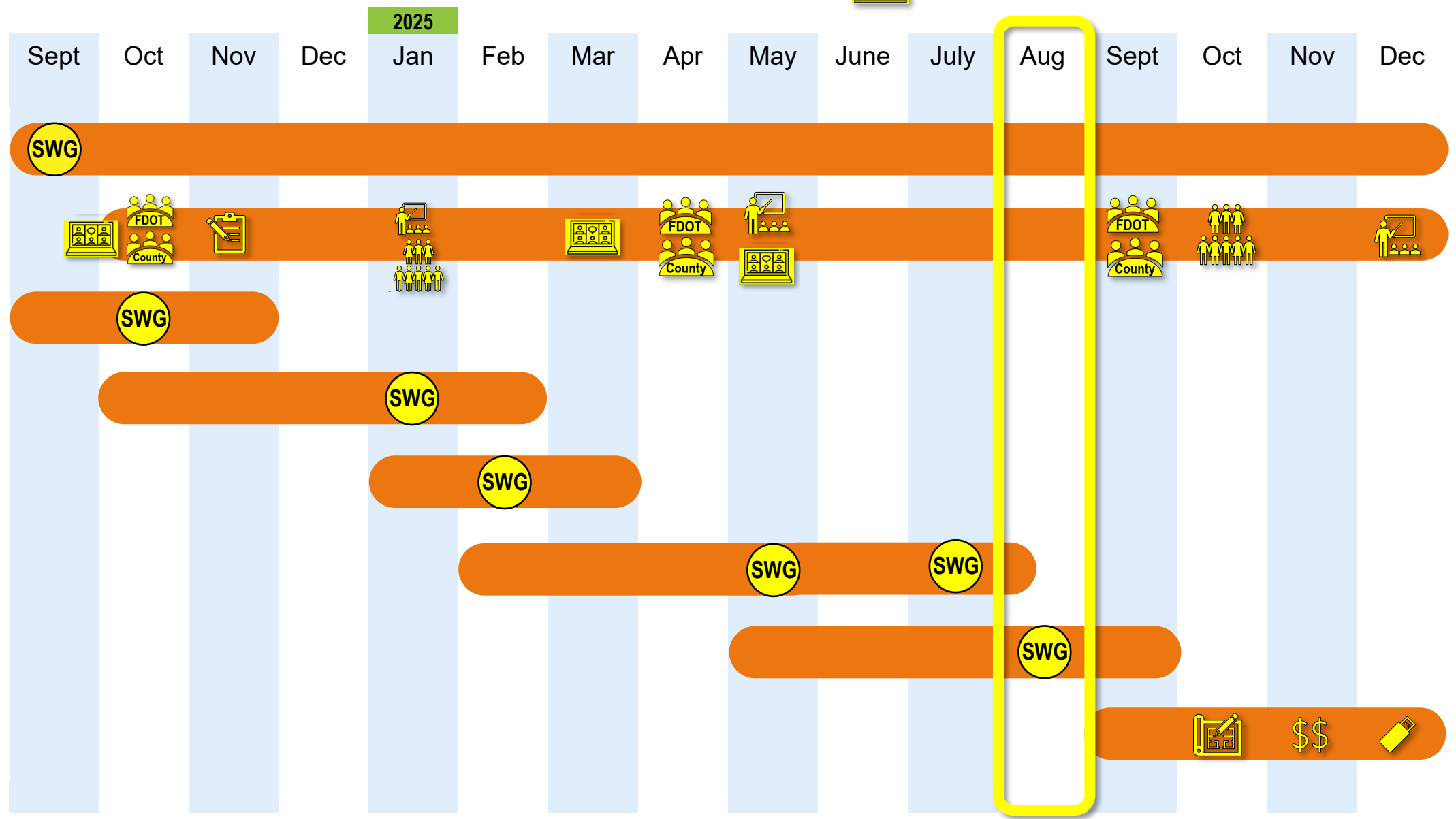
 City Staff Working Group Mtg

 Community Survey or Meeting

 FDOT / Broward County Mtg

 City Commission or Advisory Board Meeting

 Stakeholder Mtg



Lauderhill TMP: Pertinent Feedback on Potential Solutions

For All Roadways:

- Identify “supplemental” Roundabout or Raised Intersection locations
- Identify near term / quick-build opportunities

NW 44 St:

- OK with Lane Repurposing (University Dr to Inverrary Blvd West) but need clarity on double lefts onto NW 44 St from University Dr
- Address EB to SB RT Lane approaching Rock Island Rd

Inverrary Blvd

- North of NW 44 St - OK with Lane Repurposing
- South of NW 44 St - Need to identify options for existing lane configuration

NW 56 Av:

- OK with Lane Repurposing
- OK with removing turn lanes at intersection with NW 19 St
- Address turn movements to / from gas station at Sunrise Blvd

Sunrise Blvd:

- Remove proposed bridge over US 441 (this should be addressed as part of the Broward Safety Action Plan)
- Pedestrian Bridge over Sunrise Blvd needs to be vetted with Broward County Parks Dept
- Existing Pedestrian Bridge for Swap Shop is privately owned and have structural violations
- Signalized Restricted Crossing U-turn (RCUT) may be an appropriate treatment, need to identify potential locations of

Lauderhill TMP: Quick Builds

Quick build projects are built with low(er) cost materials, such as paint, signs, pavement markings, cones, bollards, delineator posts, rubberized devices, modular devices, etc...

Quick Build benefits:

- Provide near term improvements
- Build community support
- Validate (or identify needed modifications) for planning concepts

BMPO is developing a Quick Build guide to assist municipalities in the planning and implementation of quick build projects **including** BCTED's review process and submittal requirements.

- Other helpful resources:
 - https://nacto.org/wp-content/uploads/2016PeoplefoBikes_Quick-Builds-for-Better-Streets.pdf
 - <https://metroplanorlando.gov/wp-content/uploads/Quickbuild-Guide.pdf>

Roundabout



Roundabout



Center Lane Median + Mid-Block Crosswalk



Raised Mid-Block Crosswalk



Median Refuge



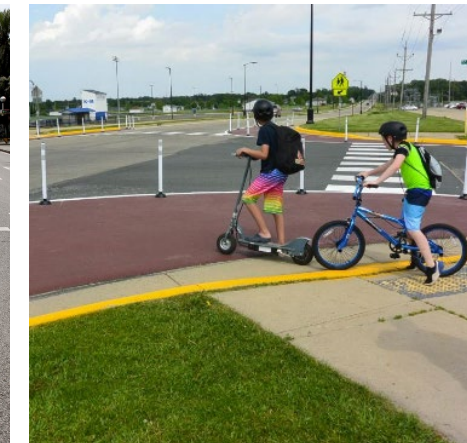
Lane Repurposing to Bike Lane



Protected Bike Lane



Curb Extension



Lauderhill TMP: Near Term

Similar to Quick Build, Near term projects are lower cost facilities but are built with more durable materials and **are intended to be permanent.**

- They do not require ROW acquisition nor impact utilities. They typically do not require studies and are lower cost.
- They are intended to address an existing accessibility, safety, or mobility issue at a specific location, versus improving an entire corridor.

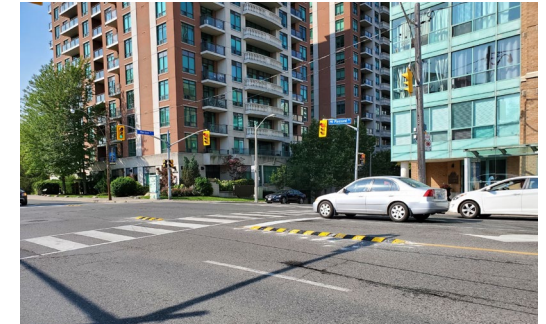
Median Caps + High Visibility Pavement Markings



Curb Ramps, Detectable Warnings, Crosswalks



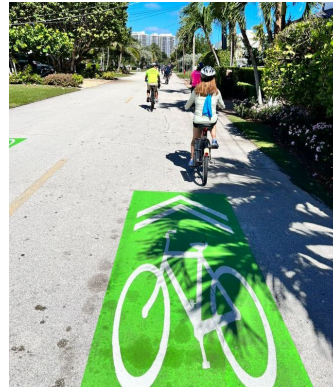
Lane Hardening



Rapid Rectangular Flashing Beacons (RRFBs)



Sharrows



Pedestrian Signals

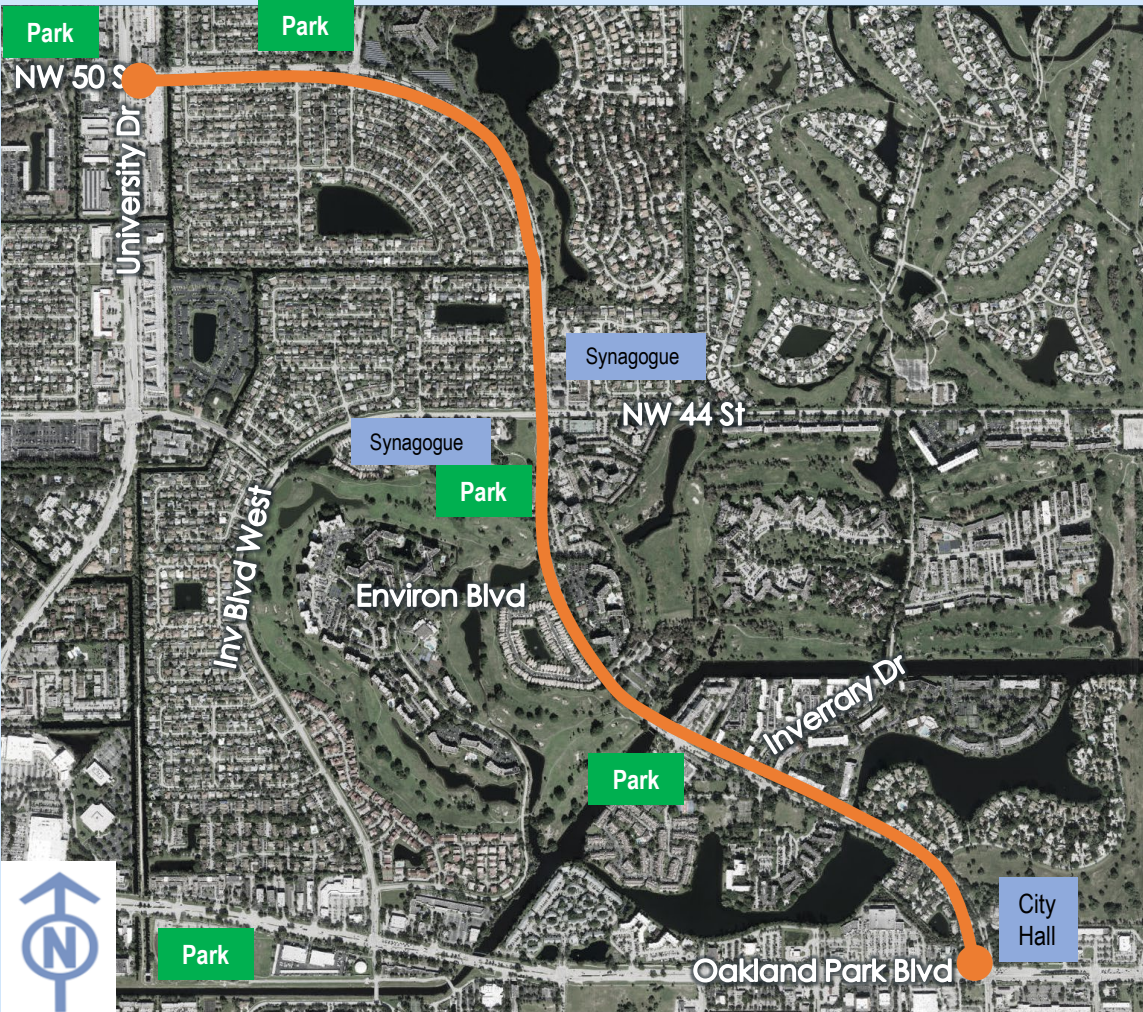
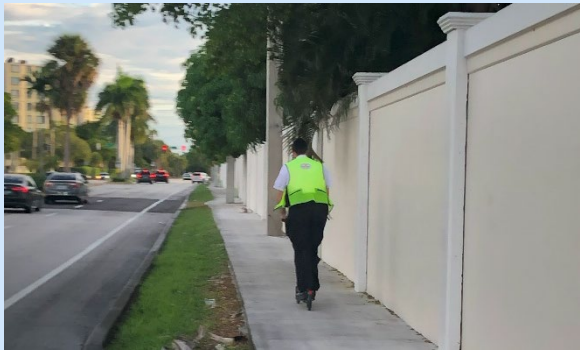


Fill In Sidewalk Gaps



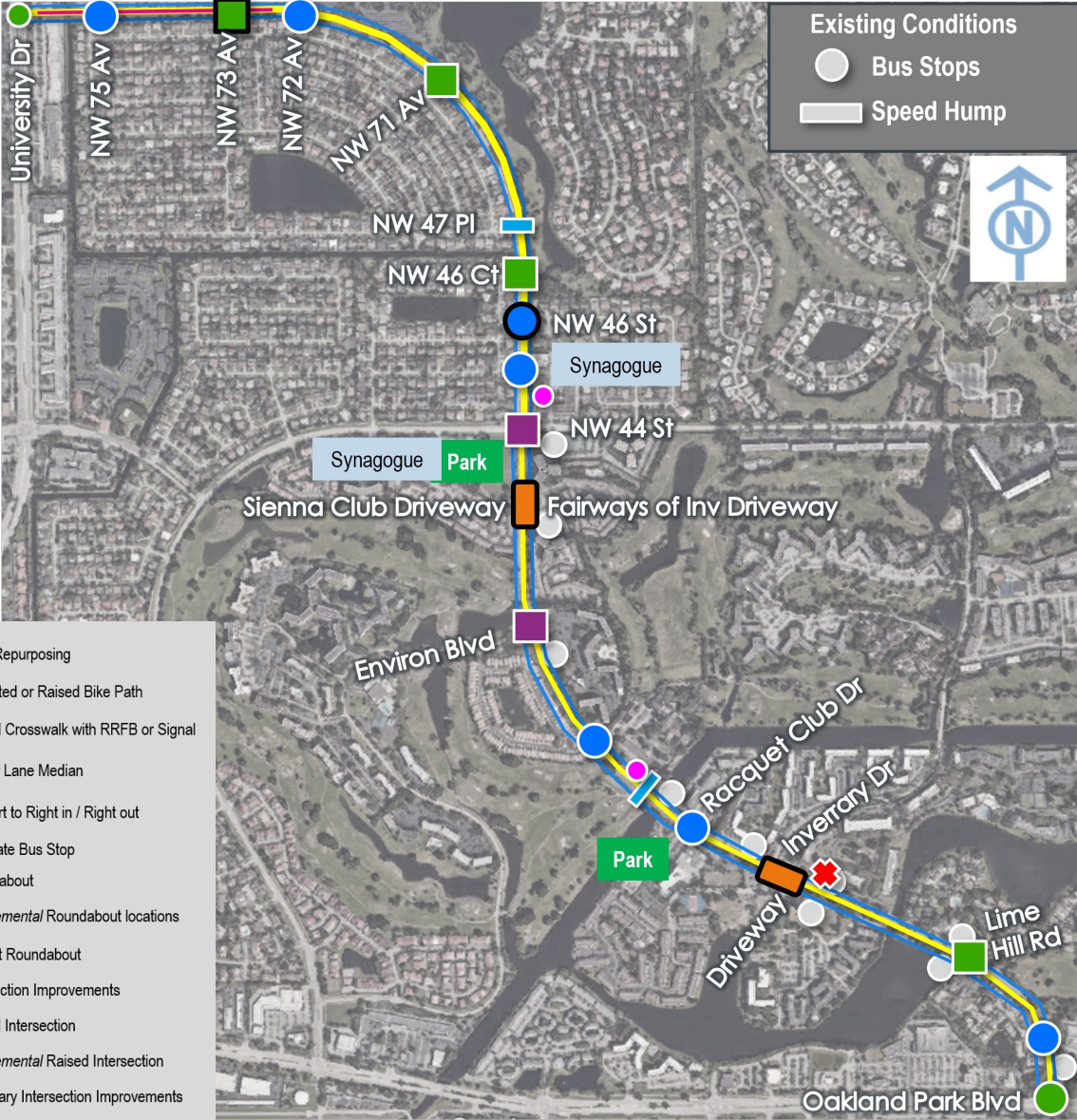
Inverrary Blvd: Introduction

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

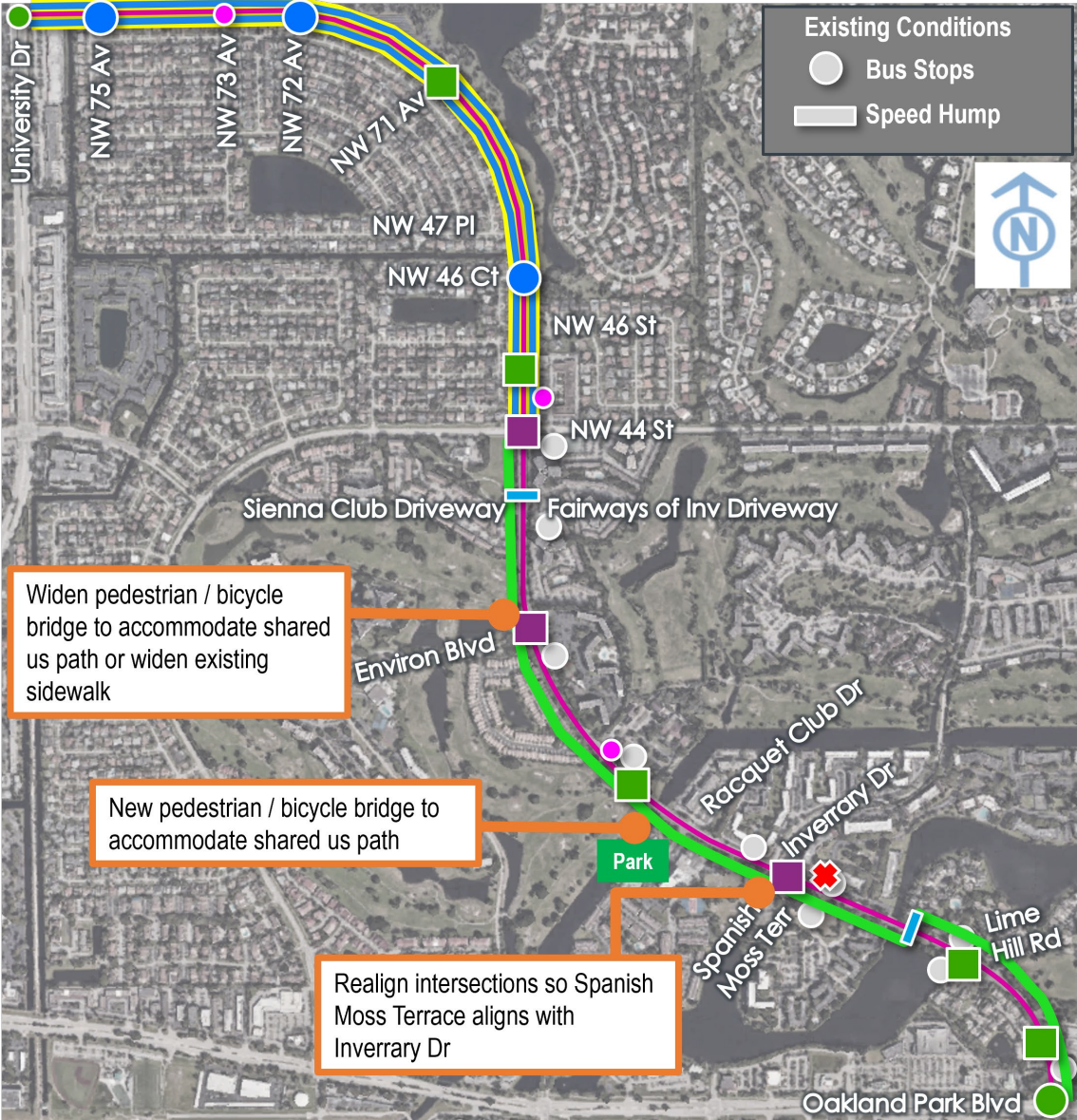


Inverrary Blvd: Recommendations

City Commission Meeting: 5/19/2025

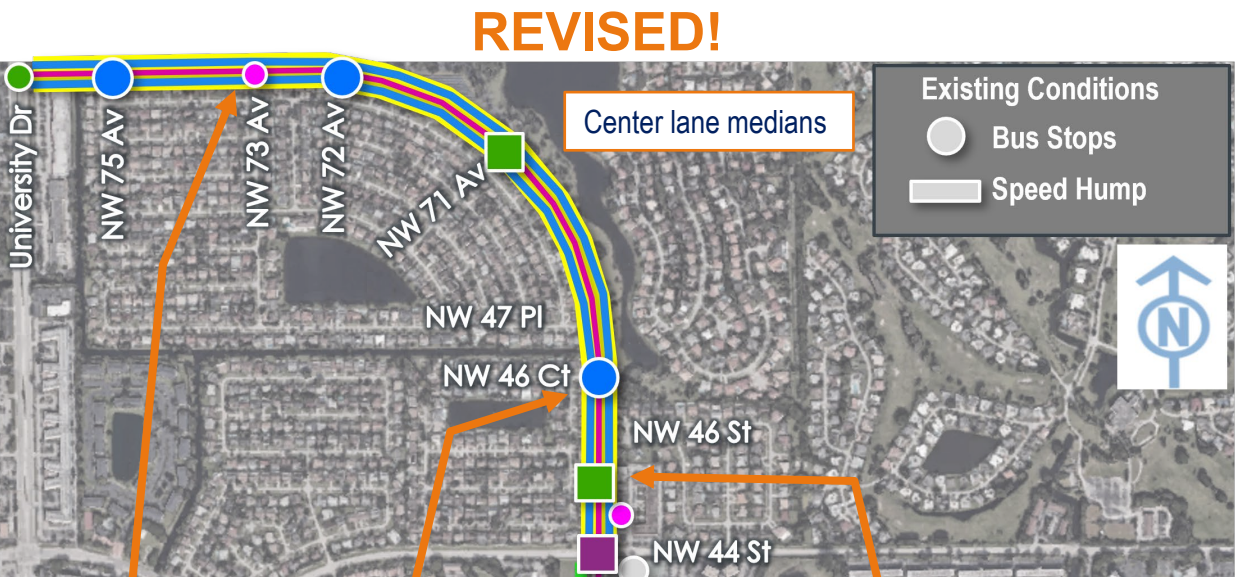


REVISED!



Inverrary Blvd: N of NW 44 St

City Commission Meeting: 5/19/2025



REVISED!

- Lane Repurposing
- Protected or Raised Bike Path
- Raised Crosswalk with RRFB or Signal
- Center Lane Median
- Convert to Right in / Right out
- Eliminate Bus Stop
- Roundabout
- Supplemental Roundabout locations
- Peanut Roundabout
- Intersection Improvements
- Raised Intersection
- Supplemental Raised Intersection
- Boundary Intersection Improvements
- Shared Use Path

Convert access at NW 73 Av to Right-In / Right-Out only.

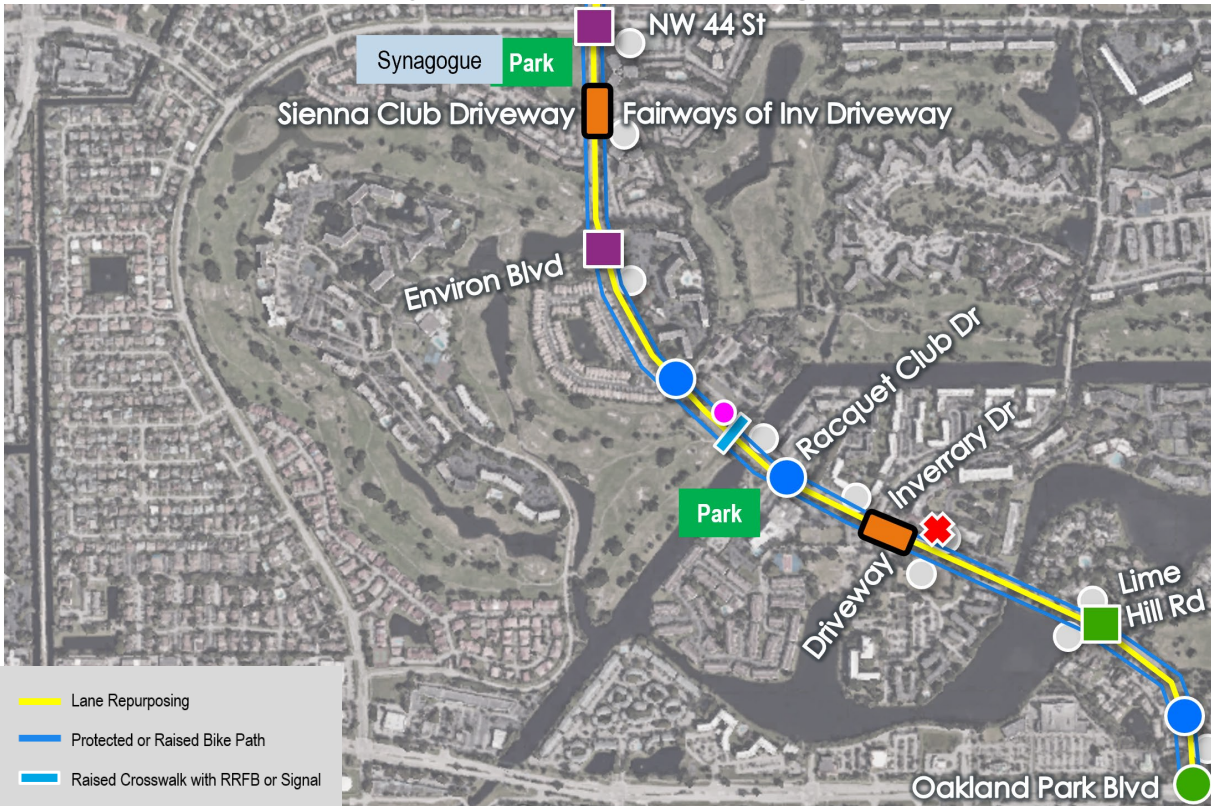
- Neighborhood would continue to have NB to WB access via NW 75 Av, NW 72 Av, and NW 71 Av

Roundabout at NW 46 Ct

Raised Intersection at northern entrance to Inv Blvd Plaza

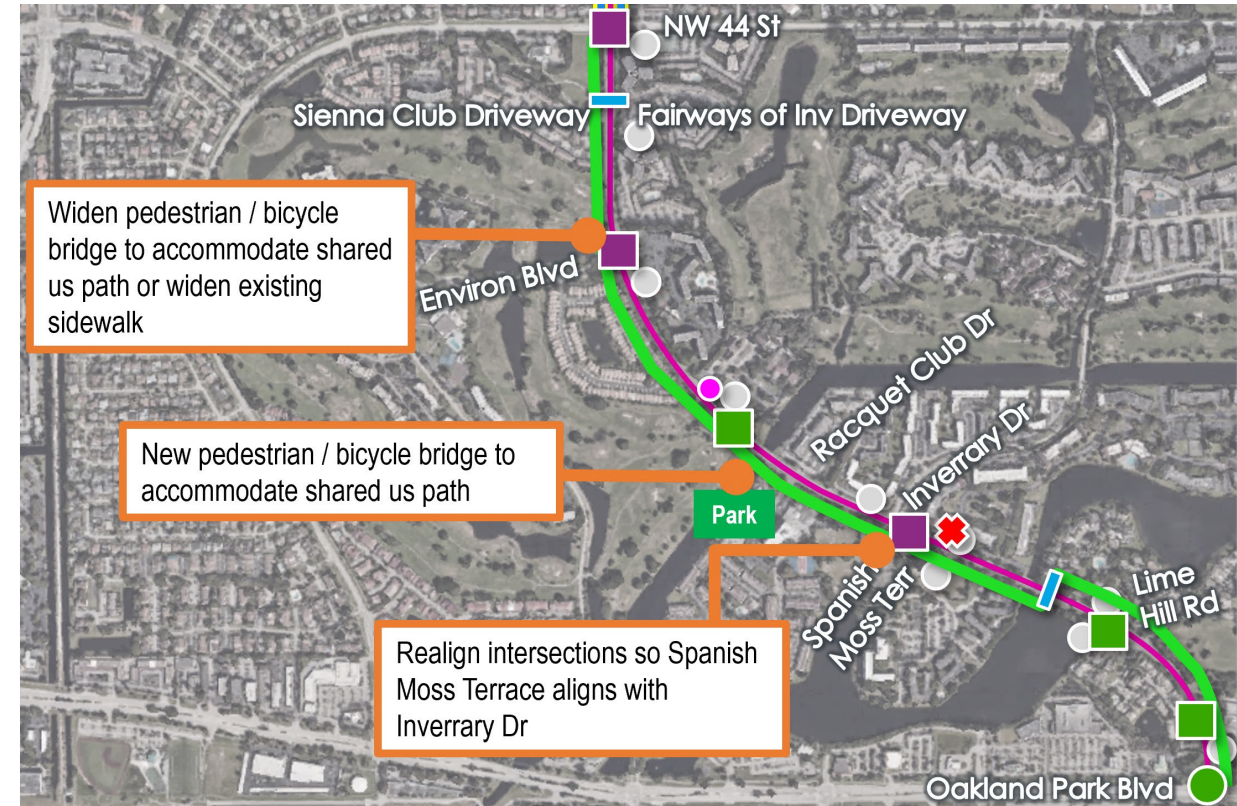
Inverrary Blvd: S of NW 44 St

City Commission Meeting: 5/19/2025



- Lane Repurposing
- Protected or Raised Bike Path
- Raised Crosswalk with RRFB or Signal
- Center Lane Median
- Convert to Right in / Right out
- ✱ Eliminate Bus Stop
- Roundabout
- Supplemental Roundabout locations
- Peanut Roundabout
- Intersection Improvements
- Raised Intersection
- Supplemental Raised Intersection
- Boundary Intersection Improvements
- Shared Use Path

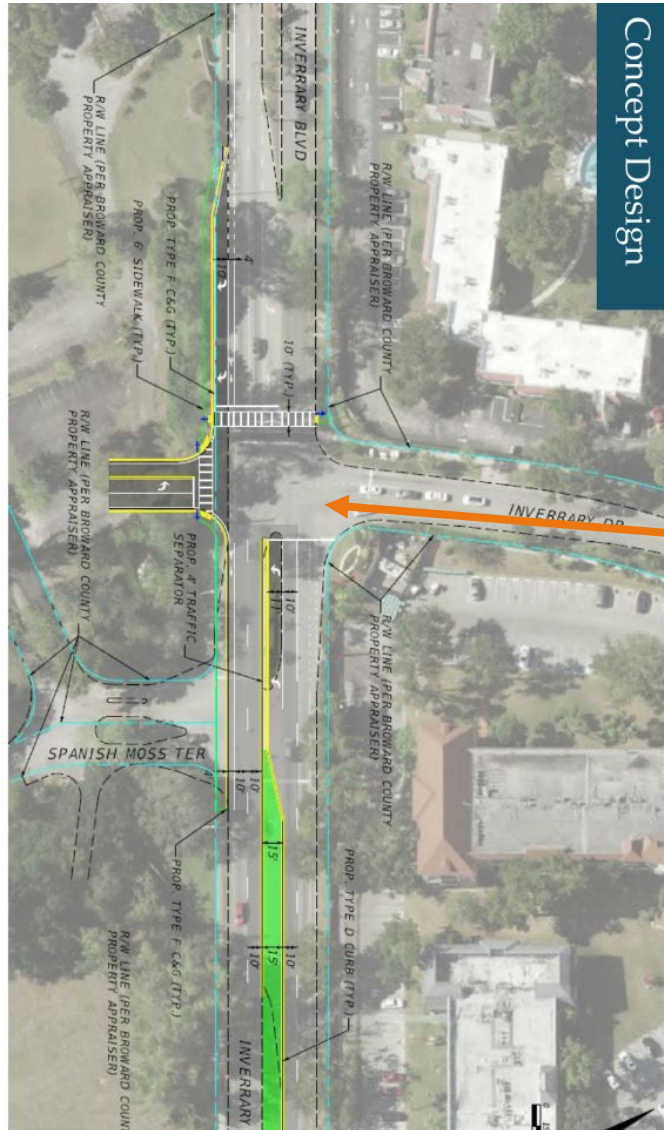
REVISED!



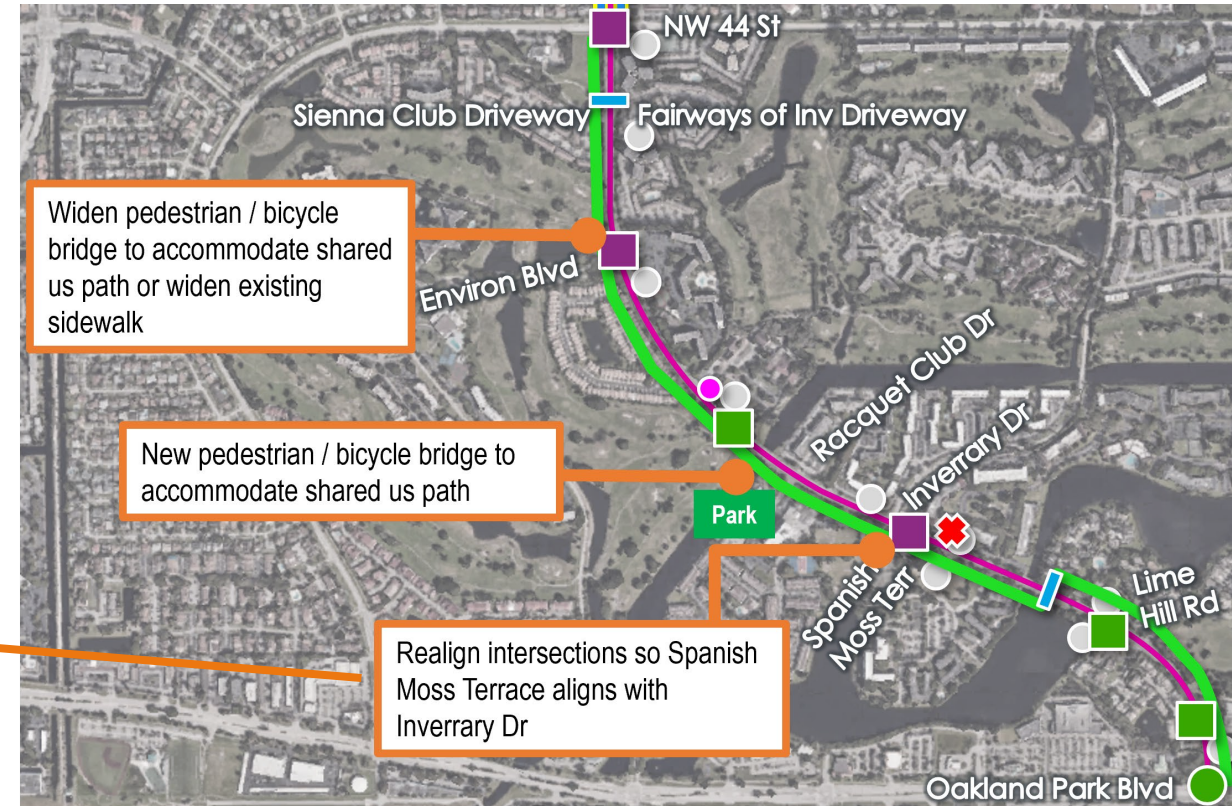
- Maintain 4-lane configuration (No Lane Repurposing)
- Shared Use Path on one side of the roadway
- Signalized Intersection Improvements
- New Raised Intersections
- Raised Crosswalks with Pedestrian Signals
- Hardened Center lane Median

Inverrary Blvd: S of NW 44 St

Concept for Inverrary Blvd: Realignment of Spanish Moss Terrace at Inverrary Dr from Lauderhill NW Neighborhood Multimodal Master Plan



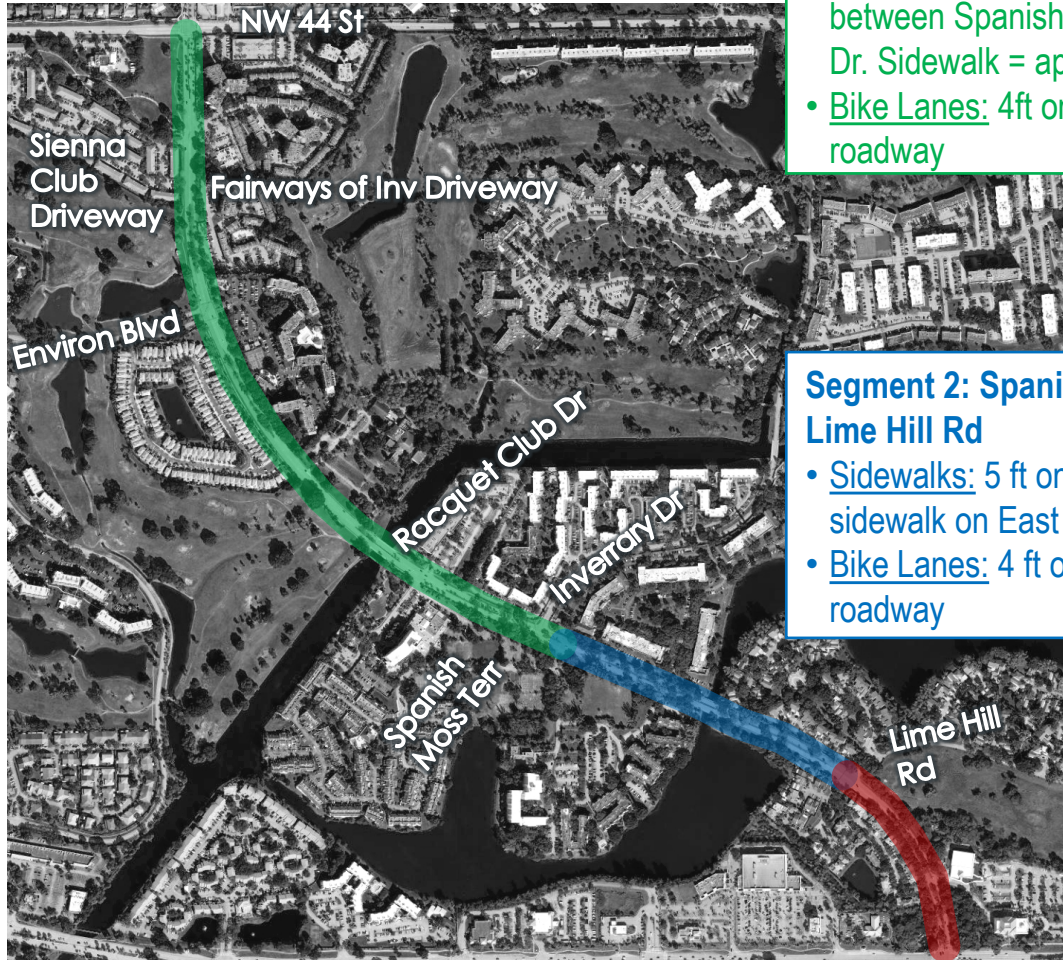
REVISIED!



- Maintain 4-lane configuration (No Lane Repurposing)
- Shared Use Path on one side of the roadway
- Signalized Intersection Improvements
- New Raised Intersections
- Raised Crosswalks with Pedestrian Signals
- Hardened Center lane Median

Inverrary Blvd: S of NW 44 St

- **3 different segments for pedestrian facilities**
- 80 ft ROW (Inverrary County Club Plat 70-46)
- 4 Travel Lanes + Center Lane Median / Left Turn



Segment 1: NW 44 St to Spanish Moss Te

- Sidewalks: 5ft on both ROW, except between Spanish Moss Te and Inv Dr. Sidewalk = approx. 3ft
- Bike Lanes: 4ft on both sides of roadway

Segment 1



Sidewalk in east ROW restarts at the northern leg of the intersection at Spanish Moss Te.

Looking north, just north of Spanish Moss Te.

Segment 2

Segment 2: Spanish Moss Te to Lime Hill Rd

- Sidewalks: 5 ft on West ROW; No sidewalk on East ROW
- Bike Lanes: 4 ft on both sides of roadway



Sidewalk in east ROW ends approx. 100 ft north of Lime Hill Rd.

Looking north, just north of Lime Hill Rd

Segment 3

Segment 3: Lime Hill Rd to Oakland Park Blvd

- Sidewalks: 5ft on East ROW; No sidewalk in West ROW
- Bike Lanes: No bike lanes



Visible "Well Worn" path in the west ROW (indicates people are walking in this area)

- Property lines end approx. 3 ft from back of curb
- The marked space between the curb & travel lane is roadway shoulder (not bike lane).

Looking north, adjacent to The Enclaves

Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Recommendations

- Both Options = Create a Shared Use Path in west ROW by consolidating sidewalk, buffer, and 5ft bike lane

Option A = Both bike lanes are repurposed

- The east ROW has landscape area extended in order to narrow pavement area and widen existing sidewalk where feasible
 - Narrowing pavement area encourages slower speeds
 - Widened Landscape buffer can accommodate shade trees

Option B = Maintain existing bike lane & sidewalk in east ROW

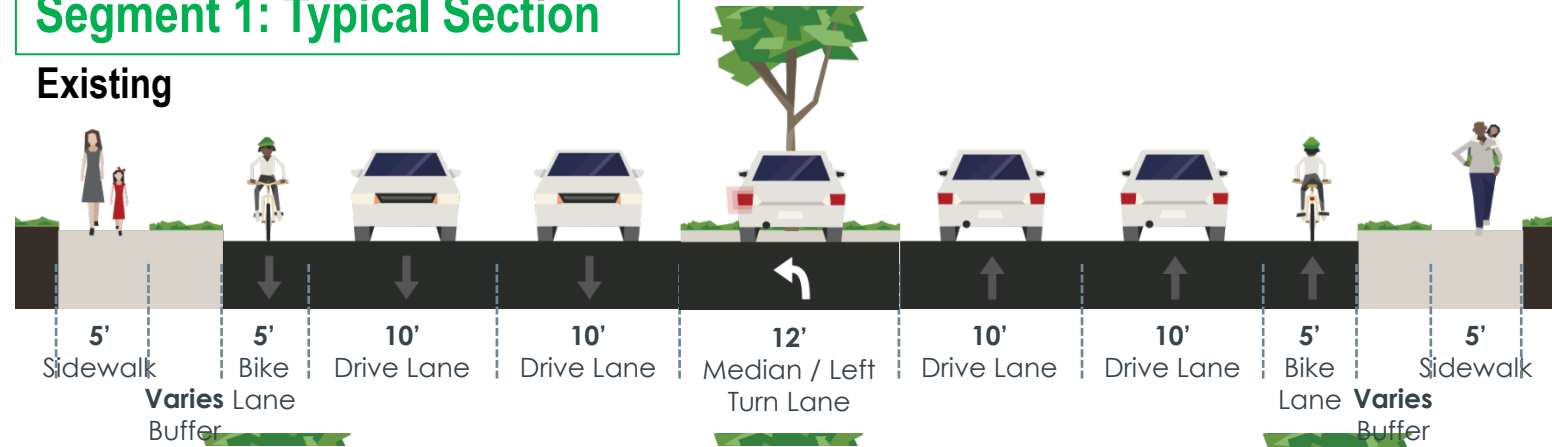
- This is the **lowest cost option** as curbs are only moved in the western ROW

Option C (Not Shown) = Raised NB Bike Lane in east ROW

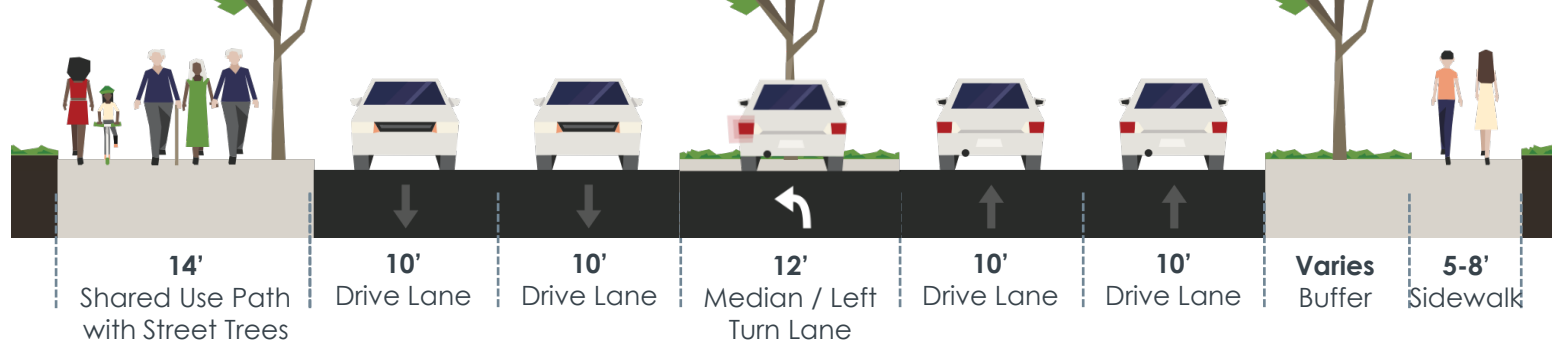
- Cost increase from Option B, due to need to move curb

Segment 1: Typical Section

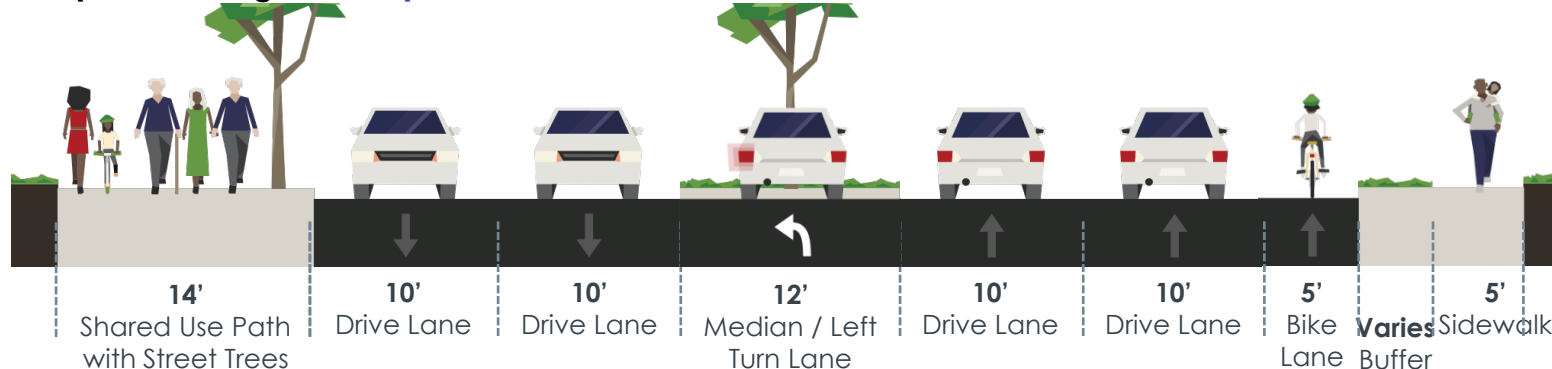
Existing



Proposed Long Term Option A – No Bike Lanes



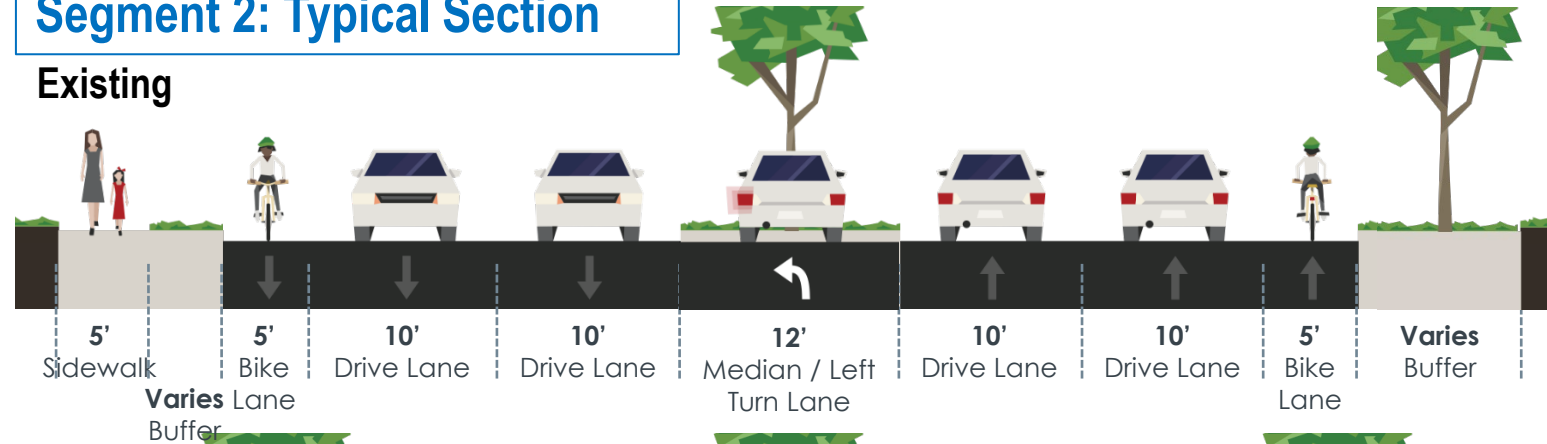
Proposed Long Term Option B – Maintain Northbound Bike Lane



Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Segment 2: Typical Section

Existing



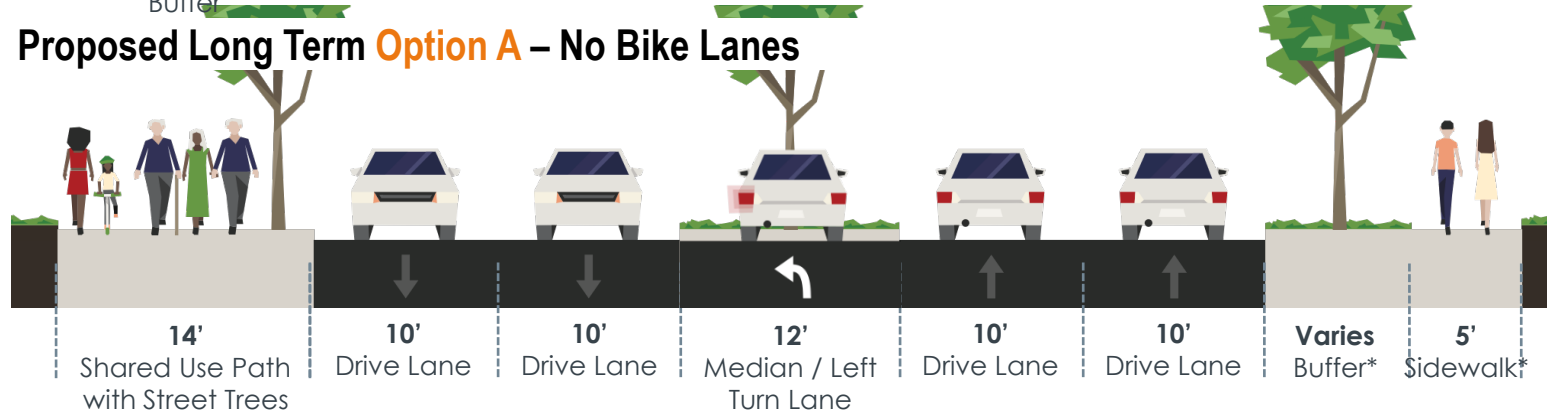
Recommendations

- Both Options = Create a Shared Use Path in west ROW by consolidating sidewalk, buffer, and 5ft bike lane
- Both Options = Create a sidewalk in east ROW to accommodate existing shade trees.

Option A = Both bike lanes are repurposed

- The east ROW has landscape area extended in order to narrow pavement area and widen existing sidewalk where feasible
 - Narrowing pavement area encourages slower speeds
 - Widened Landscape buffer can accommodate shade trees

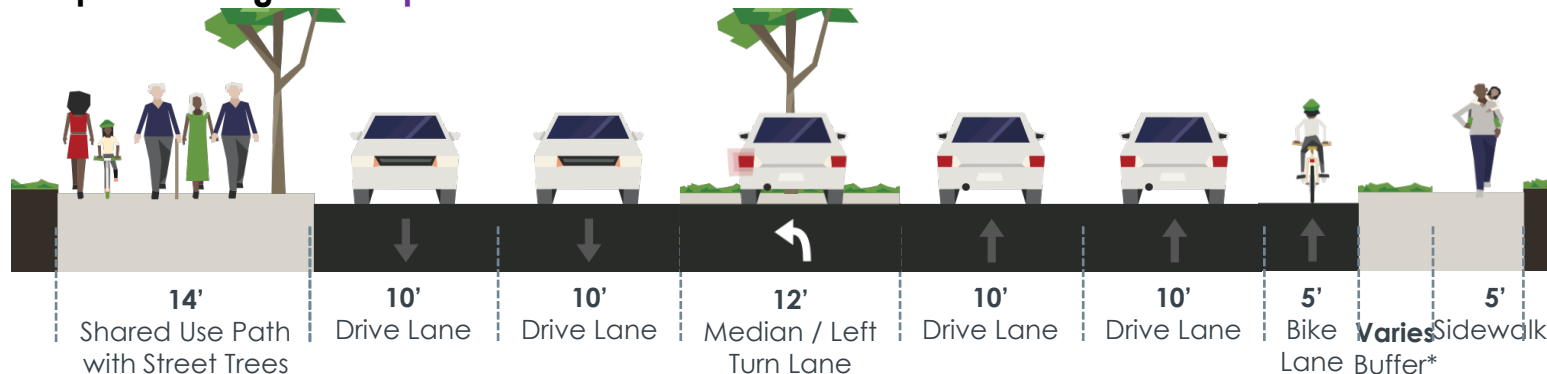
Proposed Long Term Option A – No Bike Lanes



Option B = Maintain existing NB bike lane

- The east ROW curb will not be moved. This is the **lowest cost option** as curbs are only moved in the western ROW
- Some existing shade trees may need to be relocated to accommodate sidewalk

Proposed Long Term Option B – Maintain Northbound Bike Lane



Option C (Not Shown) = Raised NB Bike Lane in east ROW

- Cost increase from Option B, due to need to move curb

Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes

Segment 3

Adjacent property Ownership



- Adjacent to the former golf course (now owned by FDOT), the sidewalk curves to the east and meanders through the trees
- The portion of the sidewalk that is east of or between the trees is located on parcel owned by FDOT.



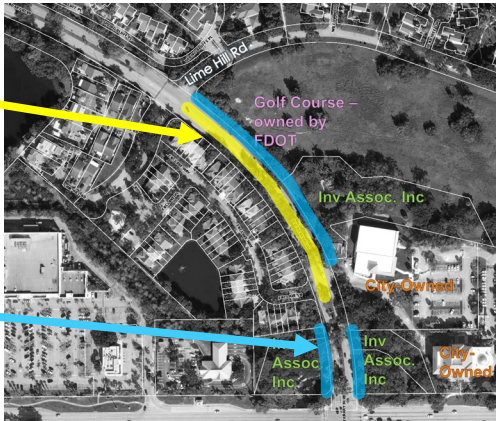
Inverrary Blvd: S of NW 44 St - Maintaining 4 Lanes + ROW Acquisition

Segment 3: Typical Section

Right of Way Acquisition

- ROW acquisition is needed to accommodate space for a sidewalk on west side of road.
- Properties identified for potential acquisition are FDOT and parcels owned by Inverrary Association Inc.
- The portion of roadway (adjacent to The Enclaves) would be rebuilt / shifted 5ft to the east to accommodate sidewalk in west ROW.
 - Shade trees in center median would be impacted.
- In the east ROW, the existing sidewalk would be widened to a Shared Use Path

Portion of roadway that would be shifted to the east

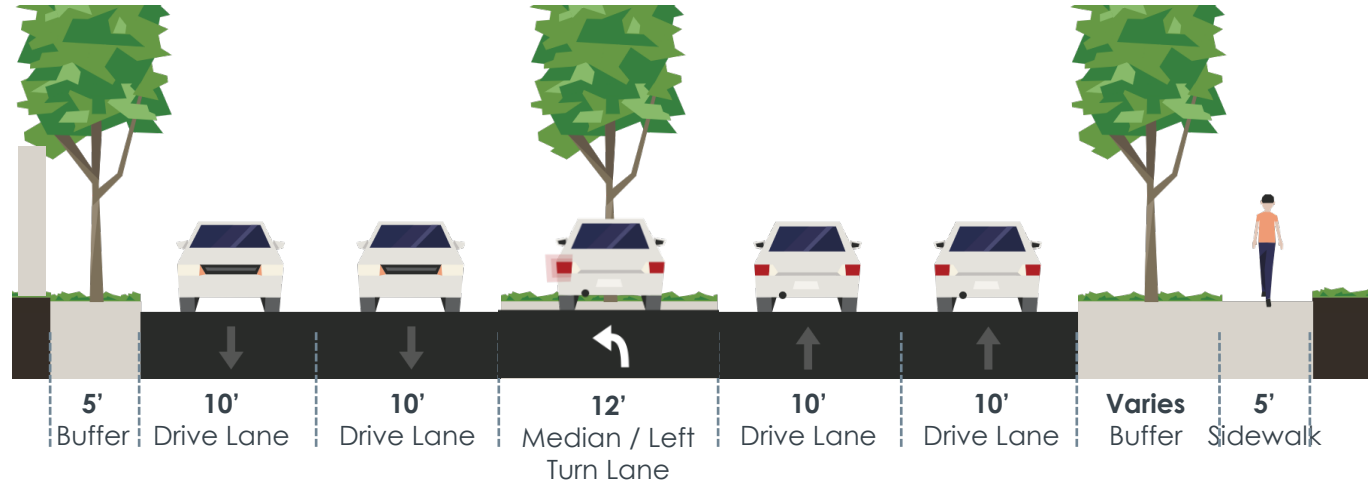


ROW Acquisition areas

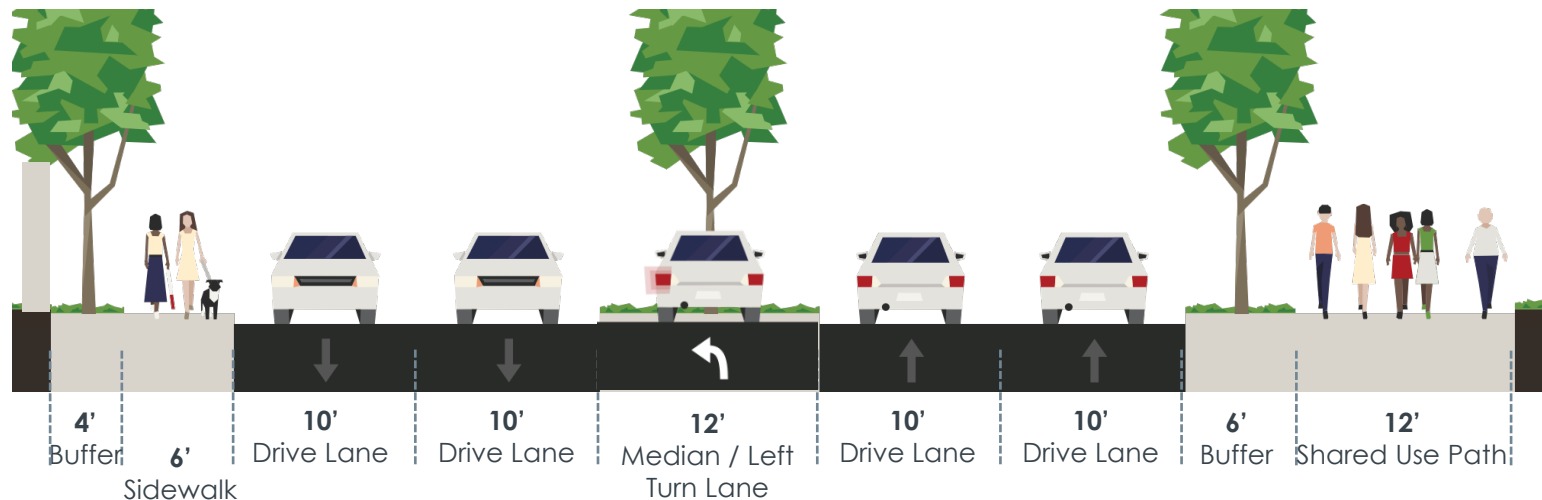
No ROW Acquisition (Not Shown)

- The existing buffer in the west ROW can be replaced with a sidewalk (where sufficient space exists).

Existing



Proposed Long Term – With Right of Way Acquisition*



Inverrary Blvd: Recommendations

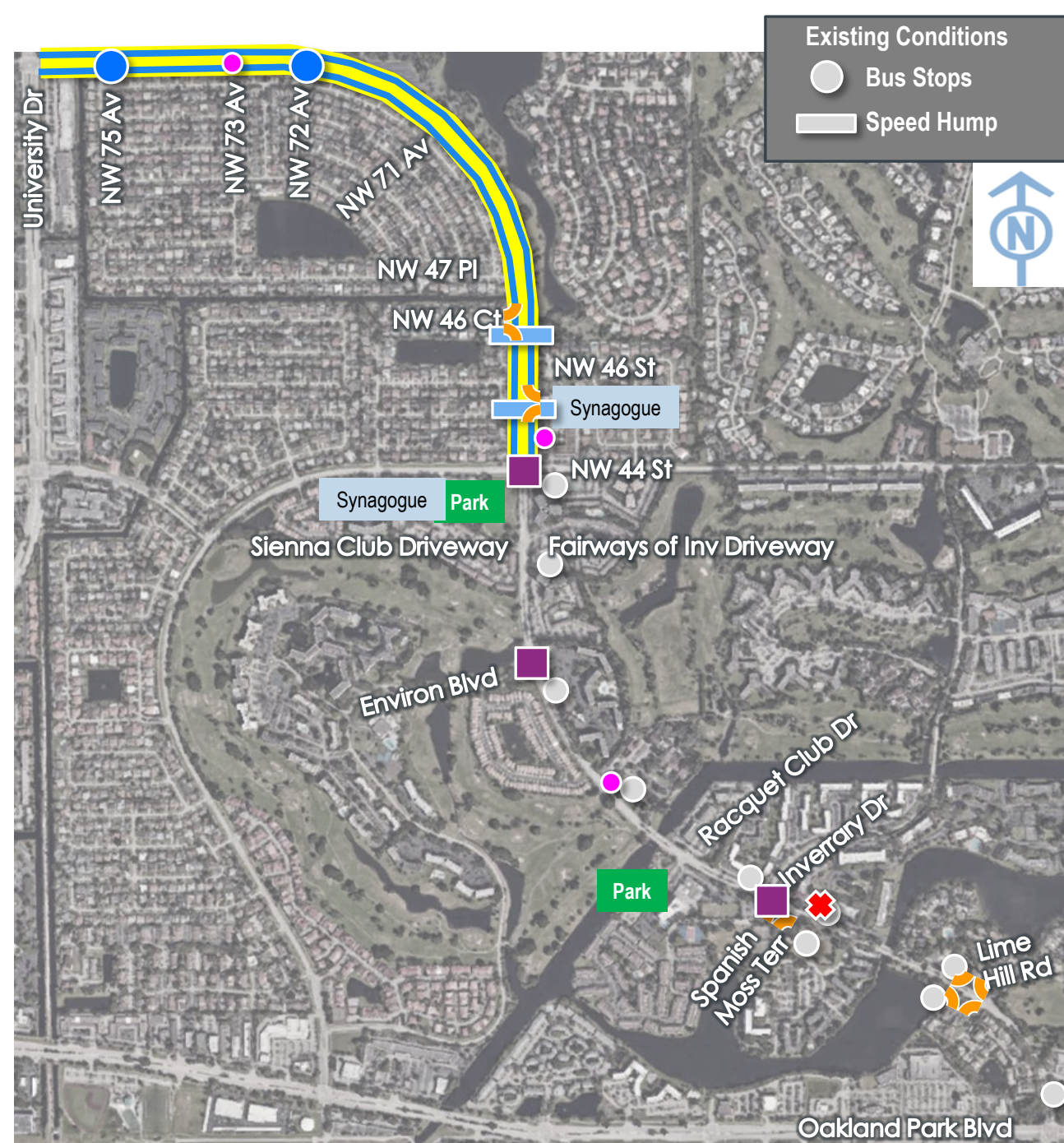
Quick Build / Near Term

- Lane Repurposing
 - Can be implemented as a stand-alone project
- Protected Bike Lanes
 - Use Flex Posts
- Raised Crosswalk with RRFB
 - Co-located with center lane median, to provide pedestrian refuge
 - If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
 - 4-lane segments should include RRFB or pedestrian signal
- ✖ Eliminate Bus Stop
- Roundabout
 - Requires Lane Repurposing
 - Quick build can include raised crosswalks
- Intersection Improvements
 - Pedestrian signals
 - Leading pedestrian intervals
 - Hardened Centerlines + Median Noses
 - At intersection for NW 44 St - only feasible on N/E/W legs; not feasible on south leg due to Bus Queue Jump
 - Bike Boxes where feasible
- ✧ Curb Extensions
- Convert to Right in / Right out

Corridor Wide Strategies

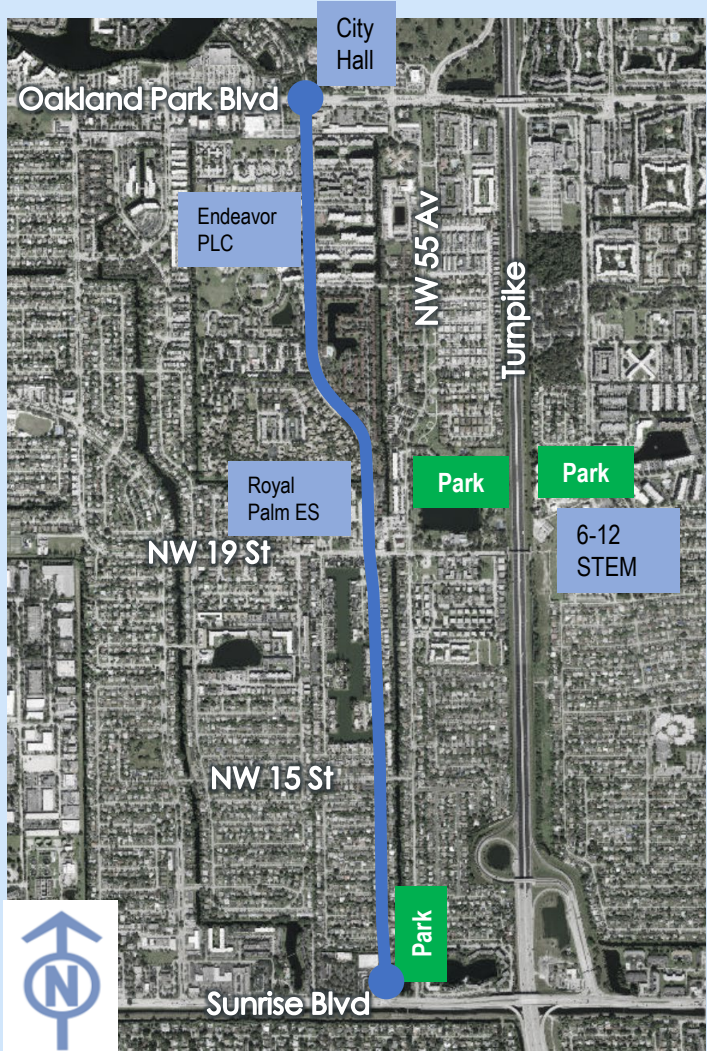
Add Green Pavement Markings at Intersections and Driveways

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



NW 56 Av: Introduction

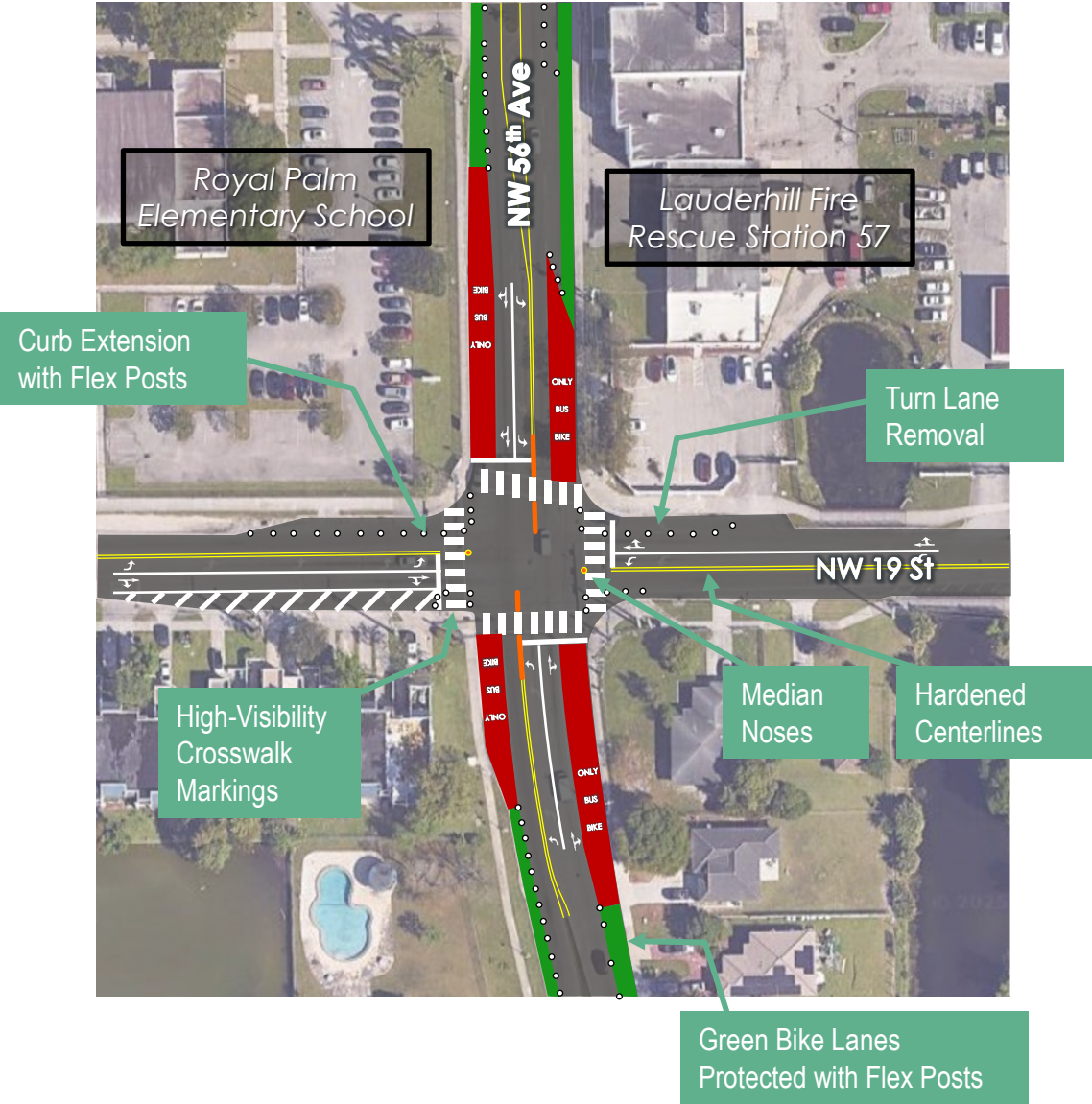
NW 56 Av: Oakland Park Blvd to Sunrise Blvd						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
City FDOT: Inter. at Oakland Park Blvd and Sunrise Blvd	2 miles	4, 3, 2 Lanes	30 MPH	Major Collector / C4 & C3R	5	81 (36, 72)



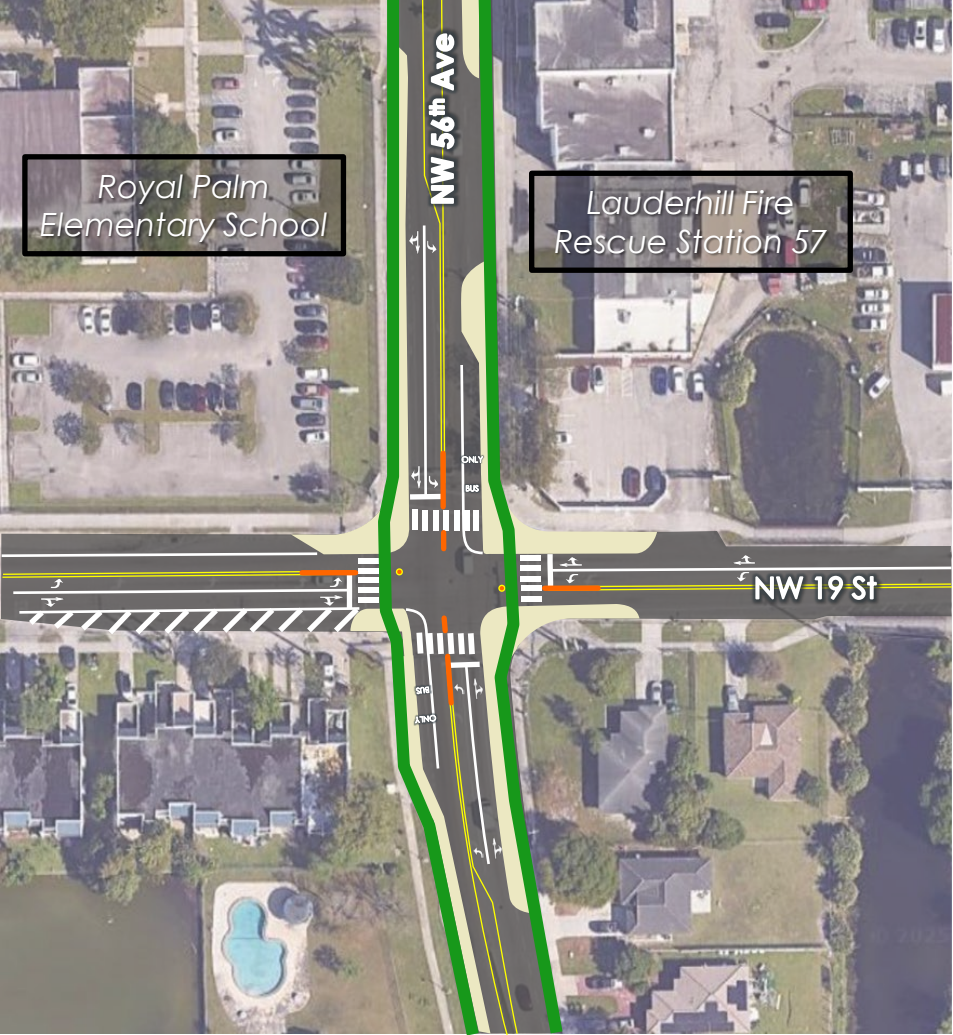
NW 56 Av: Recommendations for Intersection at NW 19 St



Quick Build / Near term



Long Term



Sunrise Blvd: Introduction

Sunrise Blvd: US 441 to NW 31 Av						
Ownership	Distance	Number of Lanes	Posted Speed Limit	Classification	Signalized Intersections	BCT Routes
FDOT	1 mile	6 Lanes	45 MPH	Principal Arterial / C4 & C3R	3	36 (18, 40)



Sunrise Blvd: Restricted Crossing U-Turn “RCUT”

Example: Meadow Creek @ S. Vineland Apopka Rd (SR 535), Orlando, FL

Before



After



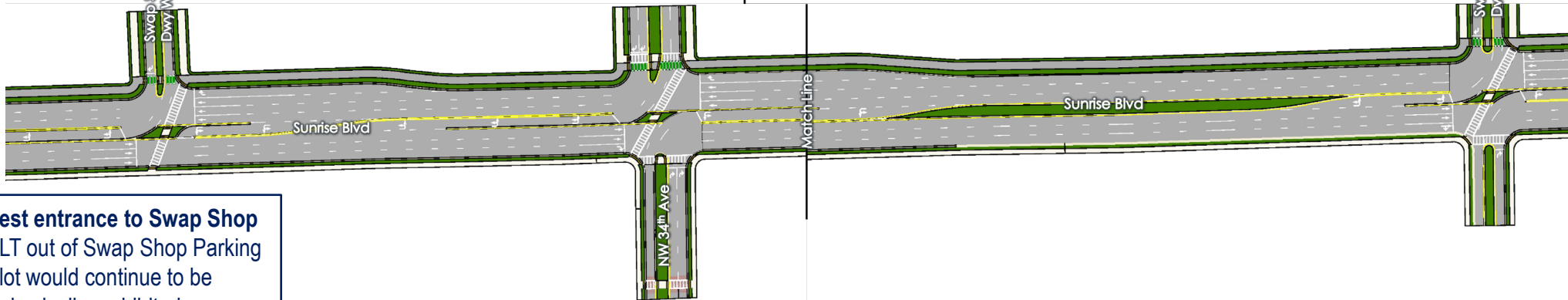
Before



After



Sunrise Blvd: Restricted Crossing U-Turn “RCUT”



West entrance to Swap Shop

- LT out of Swap Shop Parking lot would continue to be physically prohibited.
- A WB to EB U-Turn would be installed (signalized)
- New crosswalk aligns with SFWMD maintenance bridge over canal. Crosswalk would be signalized.

NW 34 Av

- Would prohibit LT out of Swap Shop Parking lot and LT from NW 34 Av.
- Drivers wanting to travel EB from Swap Shop would utilize U-Turn at Swap Shops West Driveway
- Drivers wanting to travel WB from NW 34 Av would utilize U-Turn at Swap Shops East Driveway
- RCUT allows for tightening of curb radii to reduce crossing distance and better control turning movements

East entrance to Swap Shop

- Would physically prohibit LT out of Swap Shop Parking lots.
- LT are currently prohibited, but there are no physical barriers.
- RCUT would be signalized for pedestrian crossing and for U-Turn.
- RCUT allows for tightening of curb radii to reduce crossing distance and better control turning movements