

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. 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

Staff Working Group Meeting #7
Go / No Go on Recommendations

Agenda


1. Lauderdale TWP: Schedule
2. Feedback Review
3. Go / No Go Discussion on Recommendations
 - NW 82 Av
 - NW 19 St to Central Broward Park
 - Sunrise Blvd
 - NW 44 St
 - NW 56 Av
 - Inverrary Blvd
4. Next Steps


Meeting Goals:


- ✓ Go / No Go on Final Recommendations
- ✓ Clarify Next Steps


Lauderhill TMP: Schedule




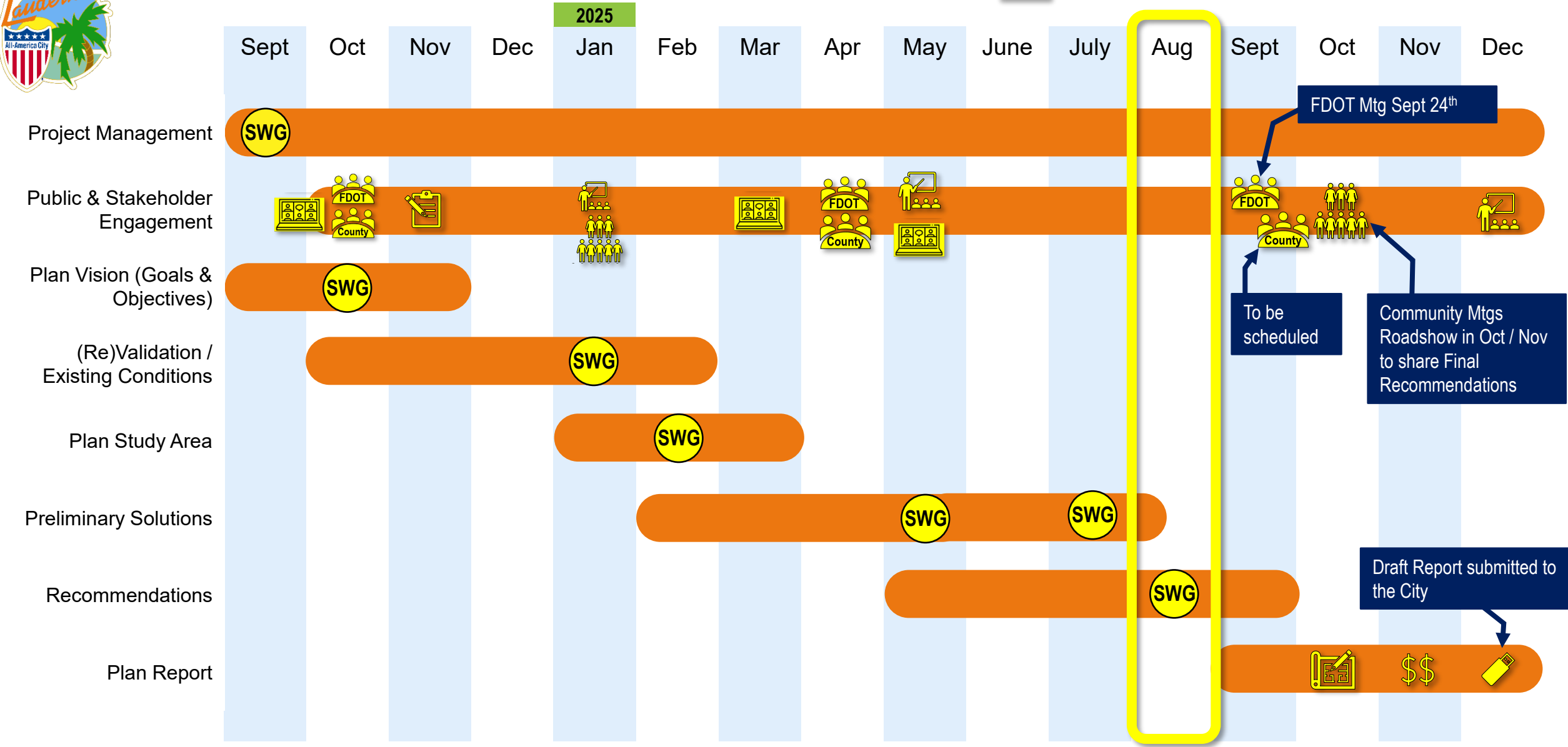
 City Staff Working Group Mtg

 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 82 Av:

- OK with proposed solutions
- County owns intersection @ Commercial Blvd

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 – Maintain 4-lane configuration
 - OK with Shared Use Path on one side of roadway; Prefer similar configuration on both sides of roadway
 - Concerns about narrow landscaping strips
 - Understood limitations for consolidating intersections at Spanish Moss Te and Inverrary Dr
 - Maintain trees in southern entrance of roadway
 - Understood ROW constraints south of Lime Hill Rd (both for pedestrian facilities and additional turning lanes).

NW 56 Av:

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

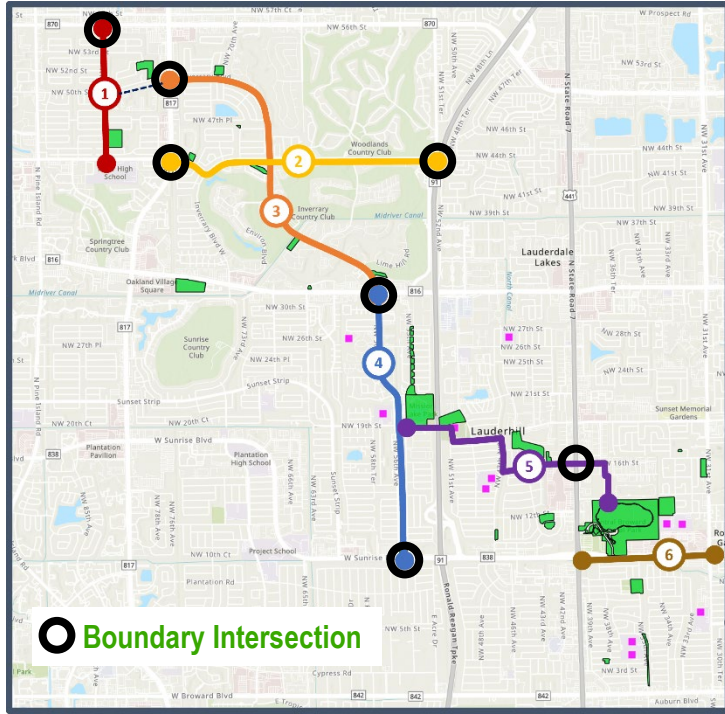
NW 19 St to County Regional Park:

- OK with Proposed Solutions
- County owns intersection @ NW 19 St & NW 47 Av

Sunrise Blvd:

- Remove proposed ped bridge over US 441 (part of the Broward Safety Action Plan)
- Ped Bridge over Sunrise Blvd needs to be vetted with Broward County Parks Dept
- Existing Swap Shop Ped Bridge is privately owned and has structural violations
 - Permits may have been recently submitted. Usage requires Swap Shop to keep gates to parking lot open
- Signalized Restricted Crossing U-turn (RCUT) requires alteration of access to / from NW 34 Av; This is not supported by City Staff

Lauderhill TMP: Boundary Intersections Toolkit ●



This toolkit applies to intersections where a corridor terminates or lies outside the jurisdiction of Lauderhill: **Commercial Blvd, University Dr, Rock Island Rd, Oakland Park Blvd, Sunrise Blvd, and US-441**

- The toolkit is general in nature and can be implemented in coordination with Broward County or FDOT to address safety or enhance connectivity.

Walking Improvements

- Restripe or stripe crosswalks with **high visibility pavement markings**; Add **crosswalks 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; if refuge islands are not feasible, consider **hardened centerlines**

Biking Improvements

- **Bike boxes or protected intersections** can be added to help permit left-turn movements and increase comfort of people biking
- Add **green pavement markings**

Turning Speeds

- Implement **protected left turn signal phase**
- **Harden the centerline** to guide left turns
- Add **curb extensions** / sharpen turn radii to slow speed for right turns (as space permits)

High Visibility Crosswalk + Median Refuge Island



Directional Curb Ramps



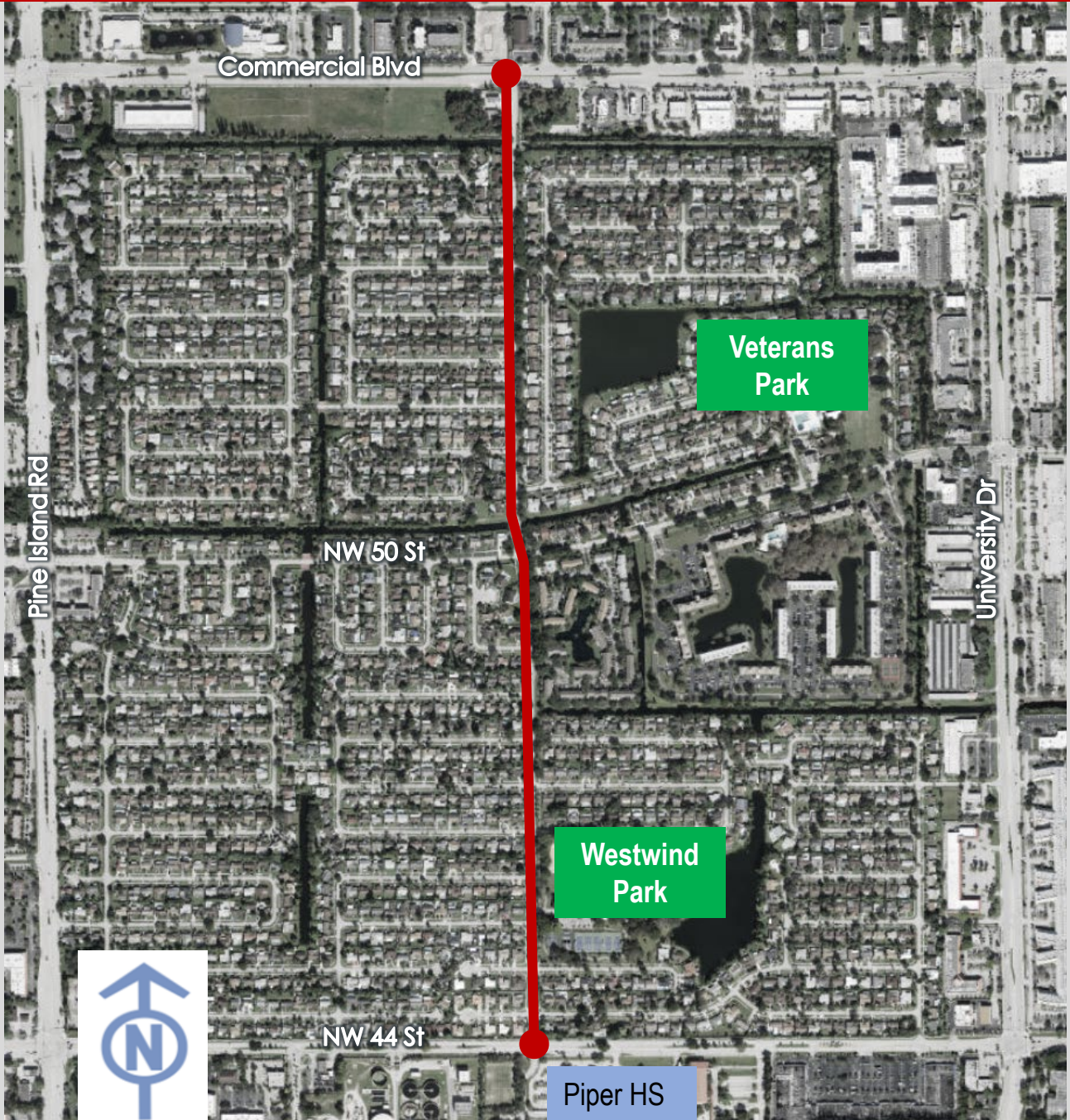
Bike Boxes + Green Pavement Markings



Curb Extension



NW 82 Av

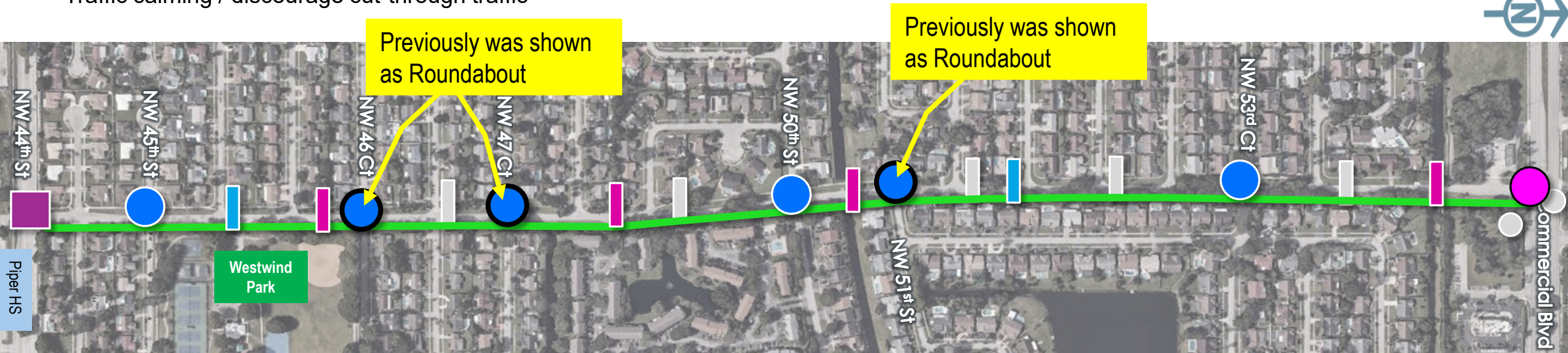


NW 82 Av: Recommendations

- Improve comfort and safety of neighborhood roadway / route to school
- Traffic calming / discourage cut-through traffic

Existing Conditions

- Bus Stops
- ▬ Speed Hump



- Shared Use Path On **East Side**
 - *With Raised Side Street Crossings*

- ▬ Speed Humps

- ▬ Raised Crosswalk
 - *With Rectangular Rapid Flashing Beacon (RRFB)*

- Roundabout

- Supplemental Roundabout locations

- Evaluate **installing a signal** at County-owned intersection
 - *Facilitates left turns*
 - *Provides designated crossings; may also include median refuge island*

- ▬ Intersection Improvements
 - *Shown on Next Slide*

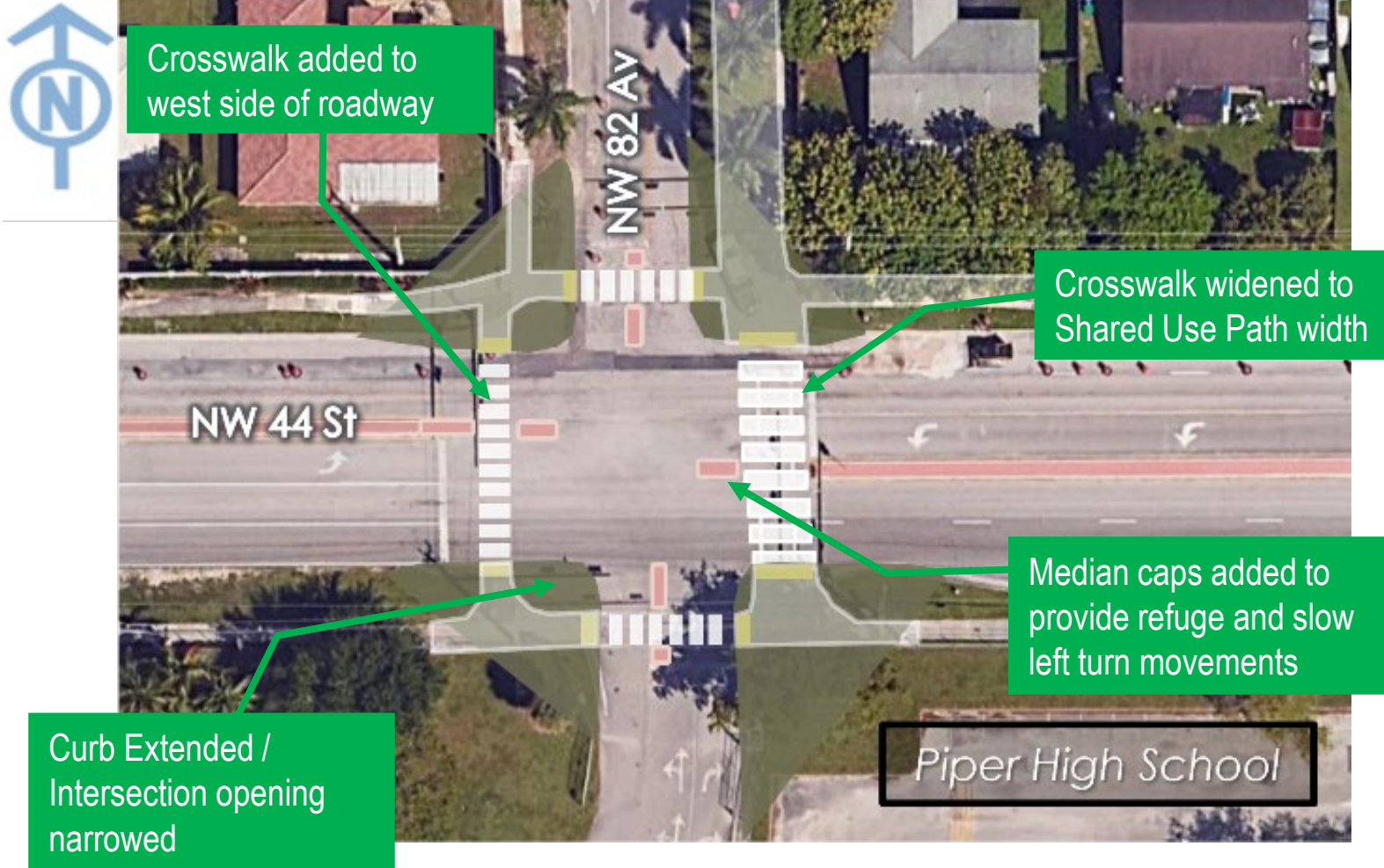
Corridor Wide Recommendations

- *Narrow Side Street Curb Radii with Curb Extensions*

NW 82 Av: Recommendations

Intersection at NW 44 St

No Revision since SWG Mtg 5



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

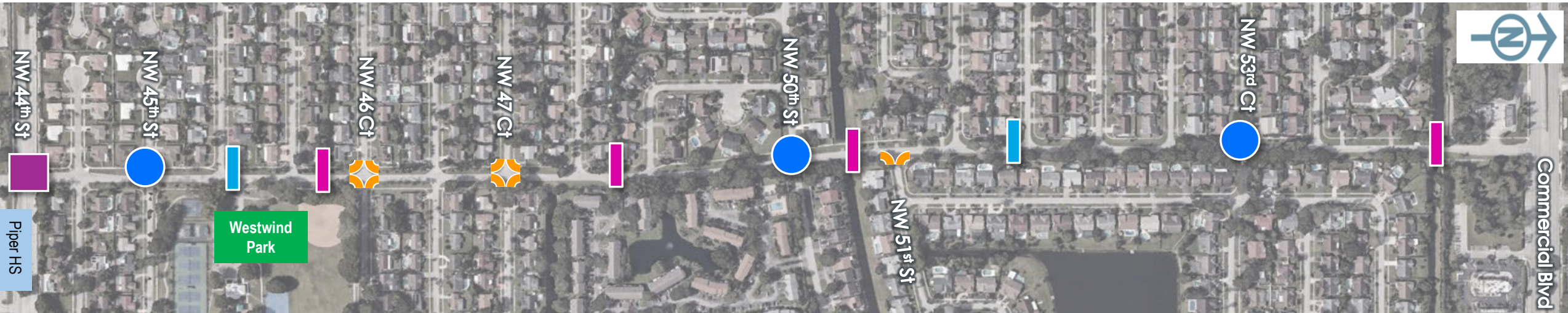
- Add bend out and wider crosswalk on the eastern leg at the shared use path crossing as space permits
- Add warnings for people walking and biking
- Add green pavement markings

Vehicle Improvements

- **Implement protected left turn signal phase**
- Add curb extensions / tighten curb radii as space permits

NW 82 Av: Quick Build

New!



Intersection Improvements at NW 44 St

- *Quick build curb extensions*
- *Median noses*
- *Leading pedestrian interval*



Roundabout

- *At neighborhood entrances and NW 50 St*



Raised Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)

- *Requires sidewalk construction*
- *May have drainage impacts. To avoid drainage impacts, raised element may be removed*



Speed Humps

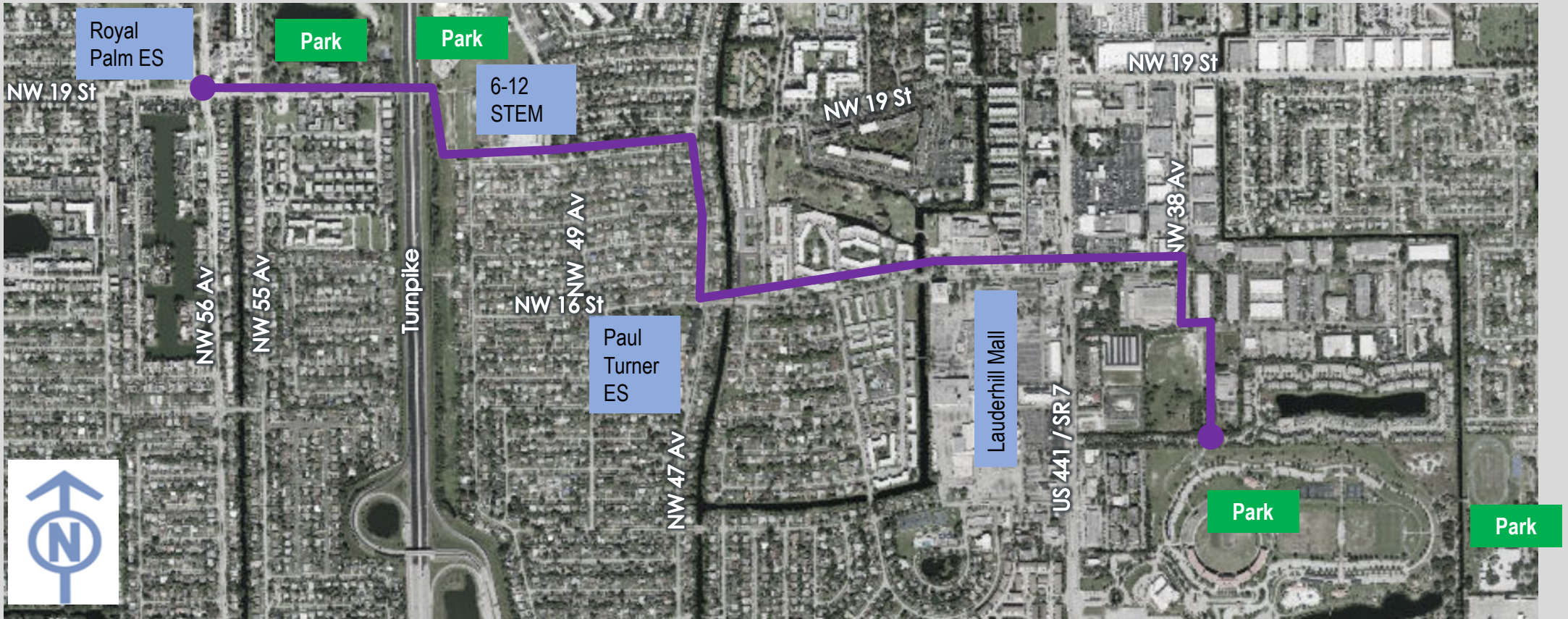


Curb Extensions

- *Include marked crosswalks where stop controlled*

Note: One, any combination, or all treatments displayed could be implemented via quick build.

NW 19 St to Central Broward Park



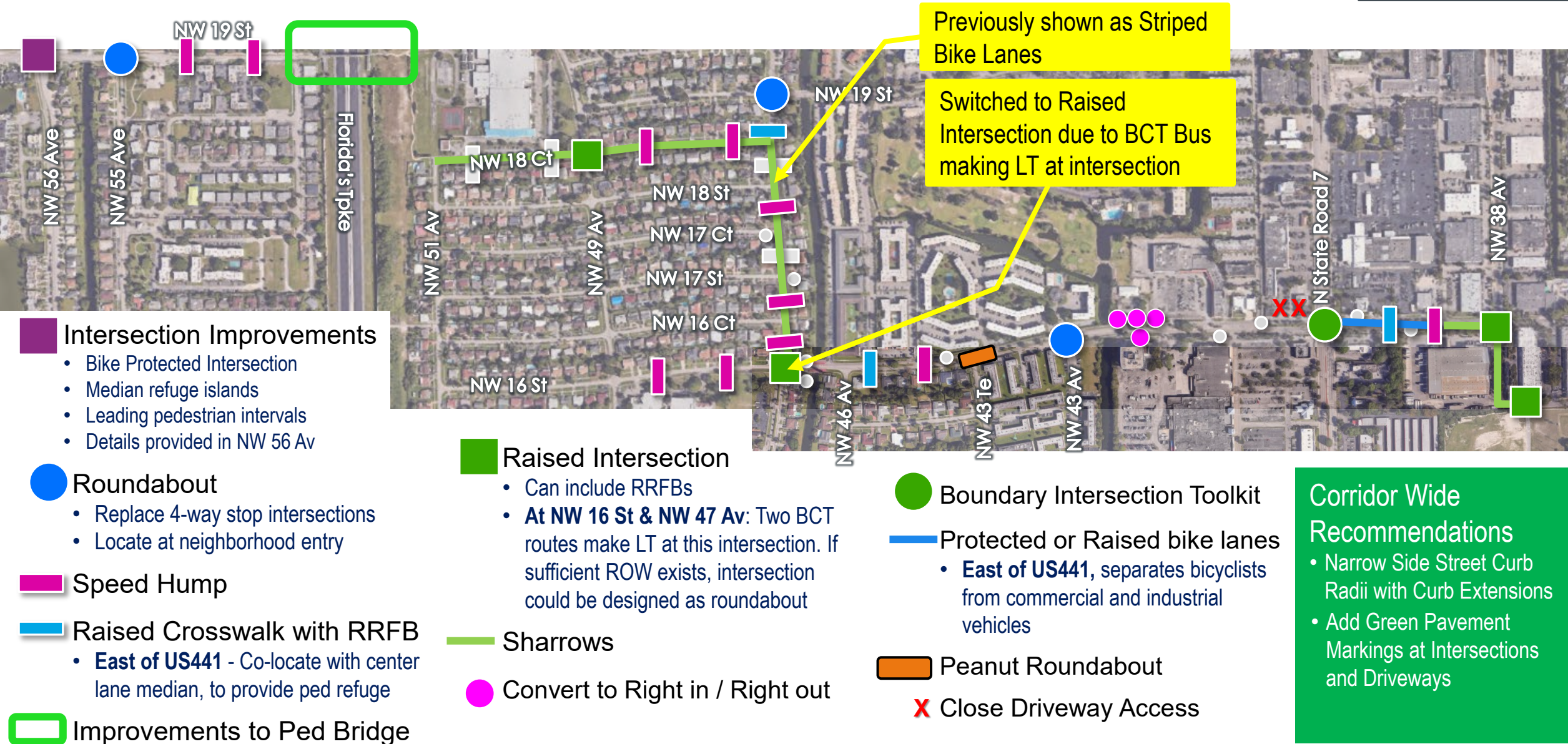
NW 19 St to Central Broward Park: Recommendations

Create a seamless pedestrian / bicycle route from west of the Turnpike to Central Broward Park

Existing Conditions

● Bus Stops

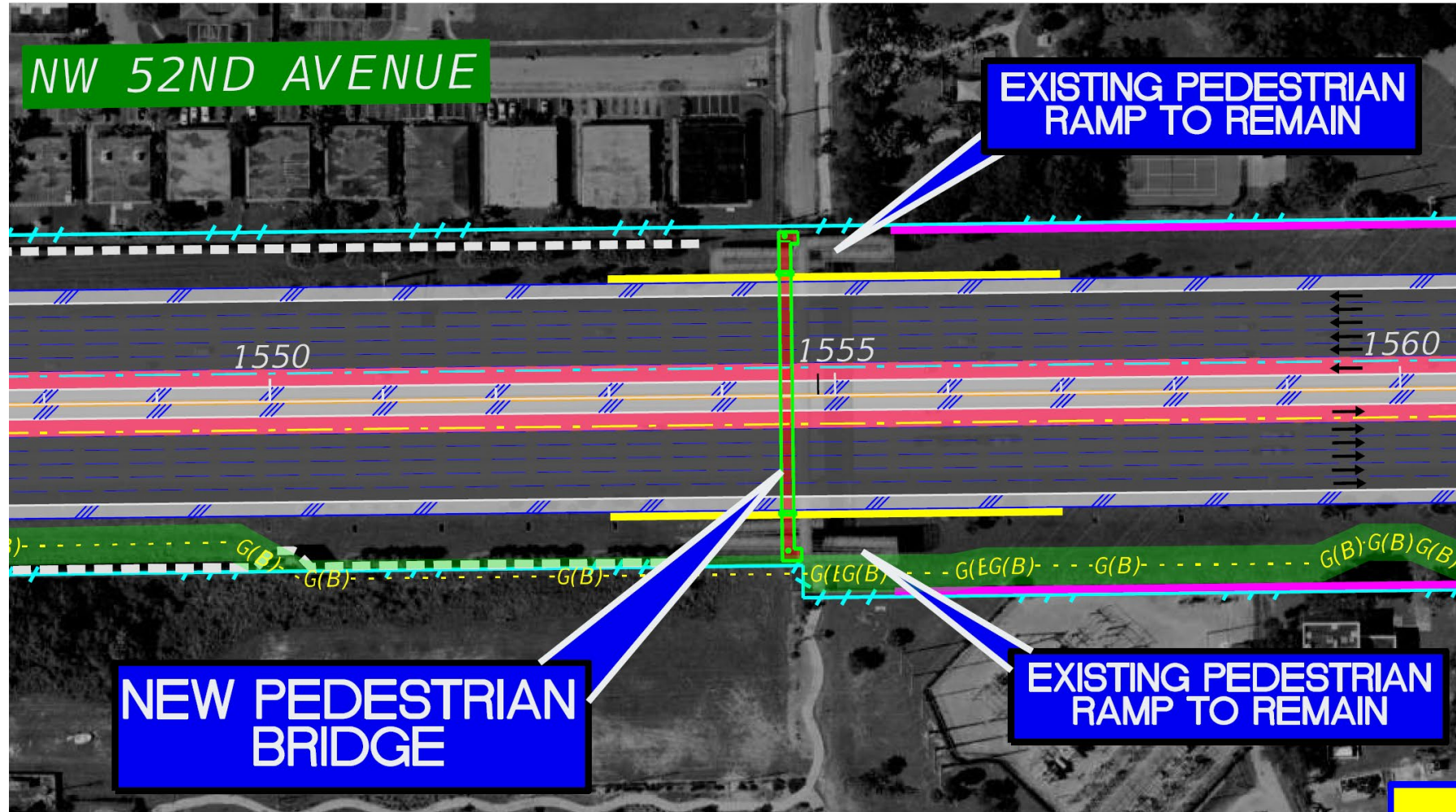
▬ Speed Hump



NW 19 St to Central Broward Park: Pedestrian Bridge

From Turnpike Final Preliminary Engineering Report: February 2024.

New Pedestrian Bridge to be built south of existing bridge and to utilize existing ramps.



NW 19 St to Central Broward Park: Pedestrian Bridge

Recommendations

Ensure new pedestrian bridge meets shared-use path standards

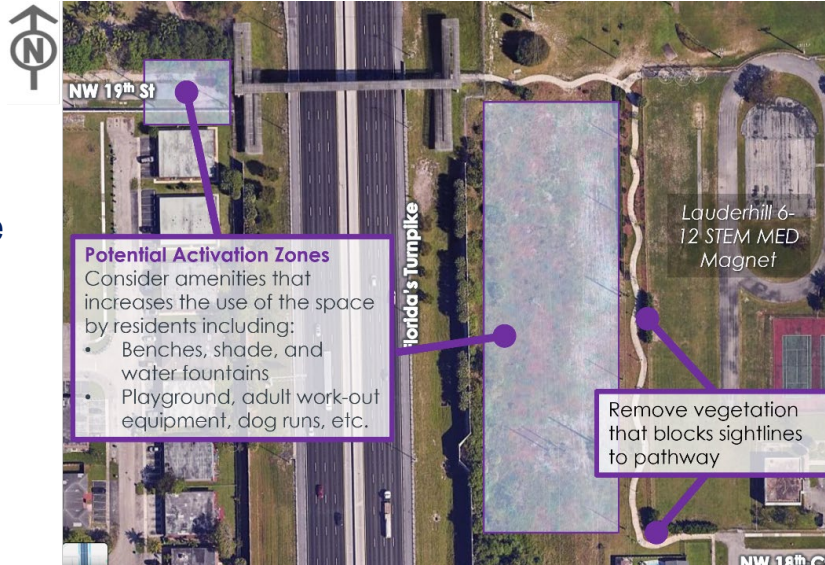
- Wide enough for people biking to comfortably pass people walking
- Ensure bridge is enclosed
- Include placemaking design, signage, or other amenities
- Provide both shading and ample lighting

New Bridge Approach

- Wide enough for people biking to comfortably pass people walking
- Straightened out entrance ramps
- If turn is necessary, ensure turn radii is comfortable for cargo bikes and large strollers to navigate
- Potential direct staircase in addition to a rolling option to cross
- Ensure design does not permit small vehicles to cross
- Site access in visible location

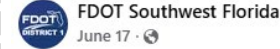
Activate approach areas

- Remove vegetation that blocks sightlines
- Add amenities that increase visibility of access points



Best Practice: New pedestrian bridge (2025) over Bee Ridge Rd

- Straight bridge approach
- Approach approx. 700 ft [Distance from existing ped bridge to NW 55 Av = 1,100 ft]



Legacy Trail Bridge at Bee Ridge NOW PARTIALLY OPEN!

Starting today, the new pedestrian & cyclist bridge over Bee Ridge Road is open for use! The bridge span is ready for those on foot or bike, but please note: the pedestrian staircases are still under construction and not yet accessible.

This remains an active construction zone, so stay alert for workers and vehicles in the area.

Stay updated here: <https://www.swflroads.com/project/440448-1>

#LegacyTrail #Sarasota #BikeFlorida #PedestrianBridge #TrailUpdate

<https://www.swflroads.com/project/440448-1>



https://www.swflroads.com/project-files/170/FDOT%20MPO%20Update%20November%202022_.pdf



New!



Speed Humps

- Provide pedestrian refuge where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

- Protected Bike Lane
 - Use flex posts

● Convert to Right in / Right out

X Remove Access Point

Note: One, any combination, or all treatments displayed could be implemented via quick build.

Sunrise Blvd



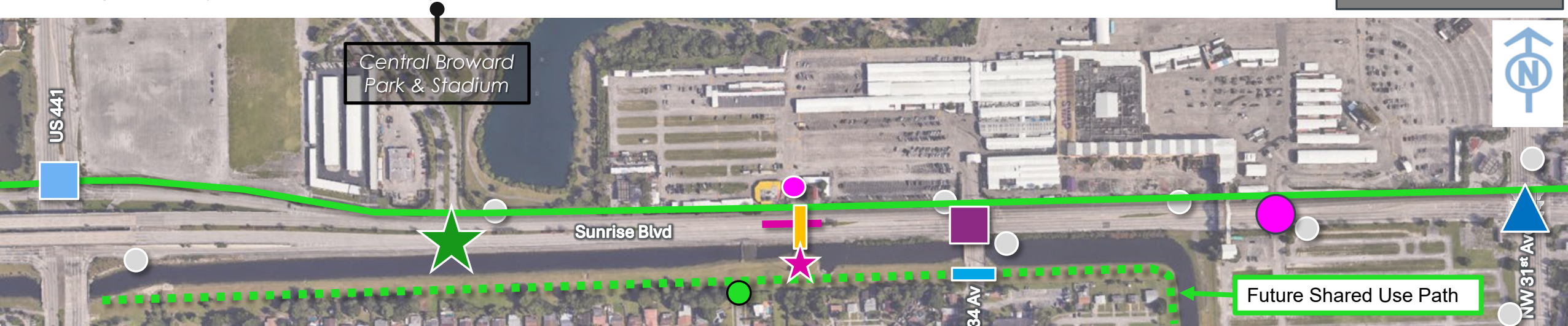
Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars

Existing Conditions

○ Bus Stops

▬ Speed Hump



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

Shared Use Path

- North side of roadway
- Accommodate bicyclists and pedestrians
- Include green pavement markings at crossings

Pedestrian Bridge

- Connect Future Shared Use Path (Along canal) to Central Broward Park
- Requires coordination with Broward County Parks Div.

Signalized Midblock Crossing

- Including median island and curb extensions to shorten crossing distance
- Location may be suitable for Restricted Crossing U-turn (RCUT) facility

Raised Median

Convert to Right in / Right out

SFWMD Bridge Improvements

- Consider improvements that limit obstructions and prevent machine tampering
- Ensure future shared use path connects to bridge

Shared Use Path Access Point

- Provide access from neighborhood

Intersection Improvements

- Median refuge islands
- Leading Pedestrian Intervals
- Accommodate recommended shared use path

New Raised Crosswalk with RRFB

- For future Shared Use Path

Evaluate installing a signal

- Either full signalization or signalized pedestrian crossing

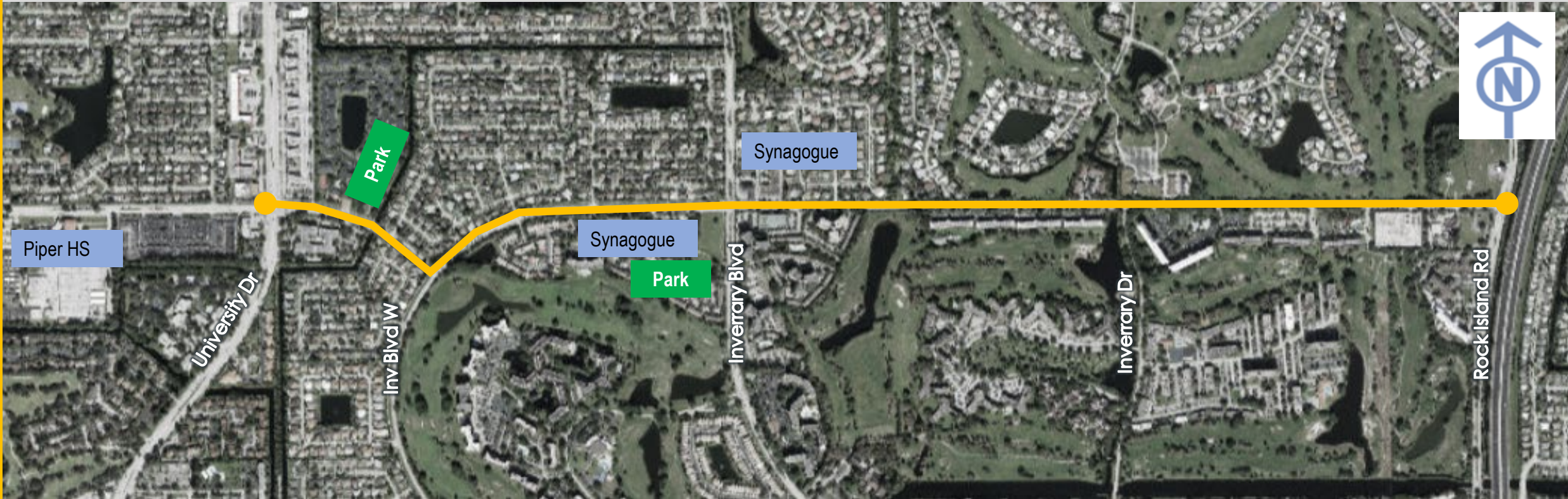
BSAP Project (by others)

- Intersection at NW 31 Av is included in the BSAP project

Corridor Wide Recommendations

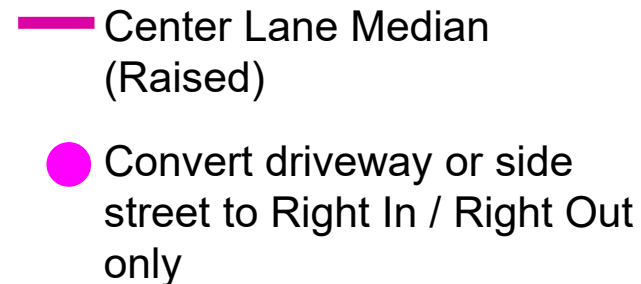
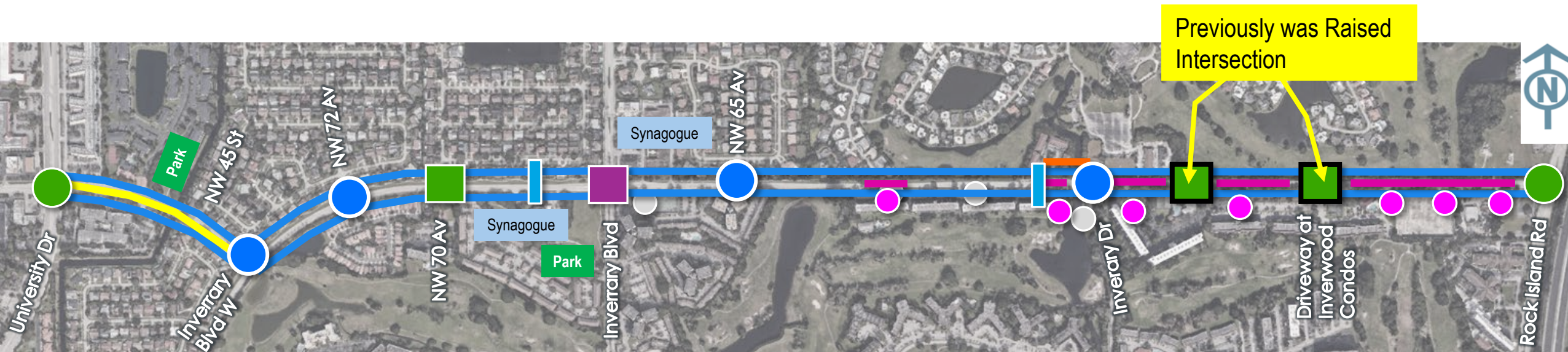
- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways

NW 44 St

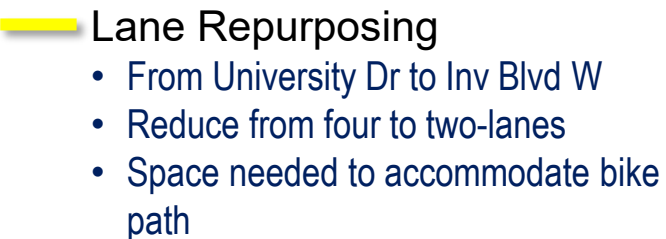
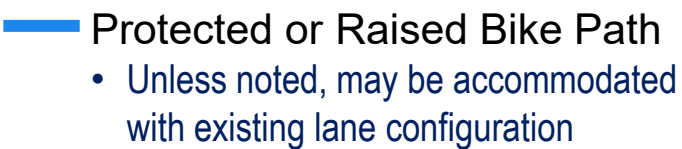


NW 44 St: Recommendations

Reduce vehicle speeds to 25 MPH



- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways



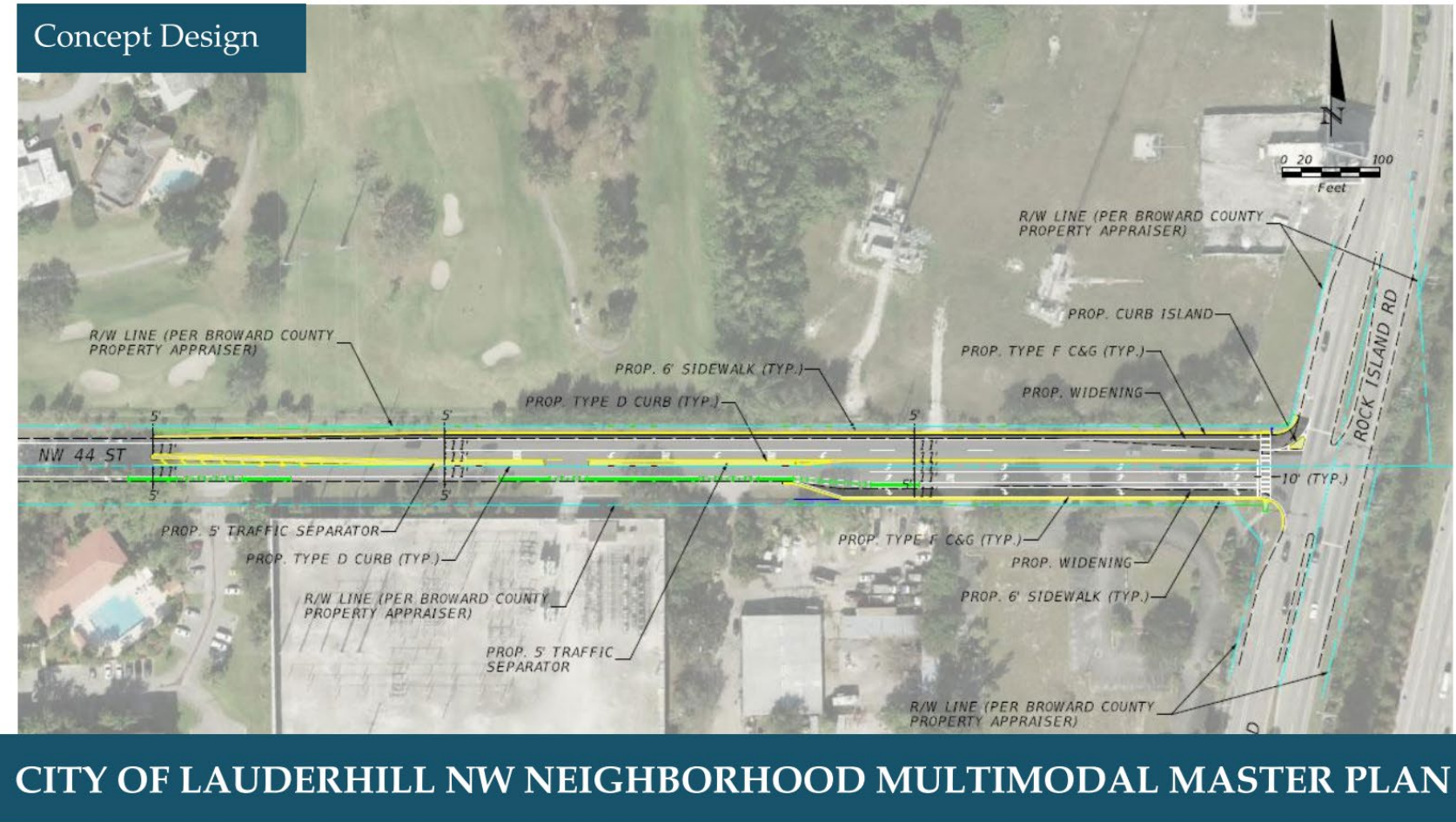
NW 44 St: Recommendations

Intersection at Rock Island Rd

New!

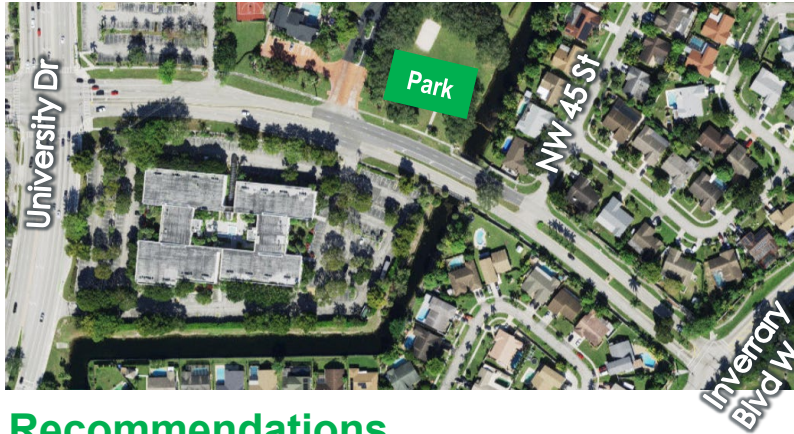
NW Neighborhood Multimodal Master Plan included detailed concept for this intersection including:

- Widen roadway into south swale to accommodate 2nd EB to NB LT lane, plus lengthen the EB to SB RT lane
- Widen roadway into NW corner sidewalk + swale to accommodate uncontrolled SB to WB RT lane (channelized with median pork chop)
- This intersection design is consistent with the TMP recommendations provided the recommended enhanced bike facilities are included.
- A separate traffic and queueing analysis would be required and should be requested by the City during the redesign of Rock Island Rd in conjunction with the Turnpike Interchange project.
- The TMP Boundary Intersection Toolkit should also be applied to this intersection.



NW 44 St: Lane Repurposing of 4-Lane Segment

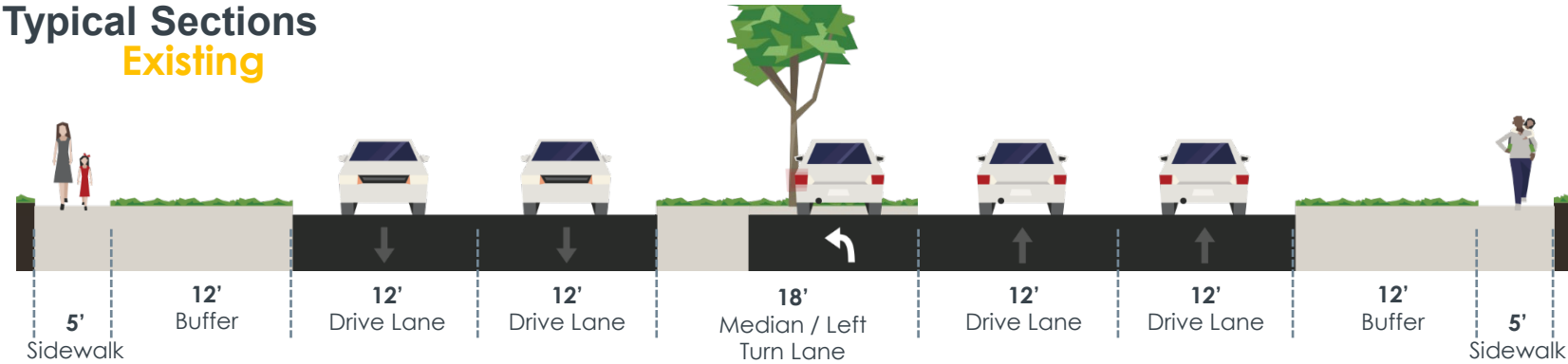
University Dr to Inverrary Blvd W



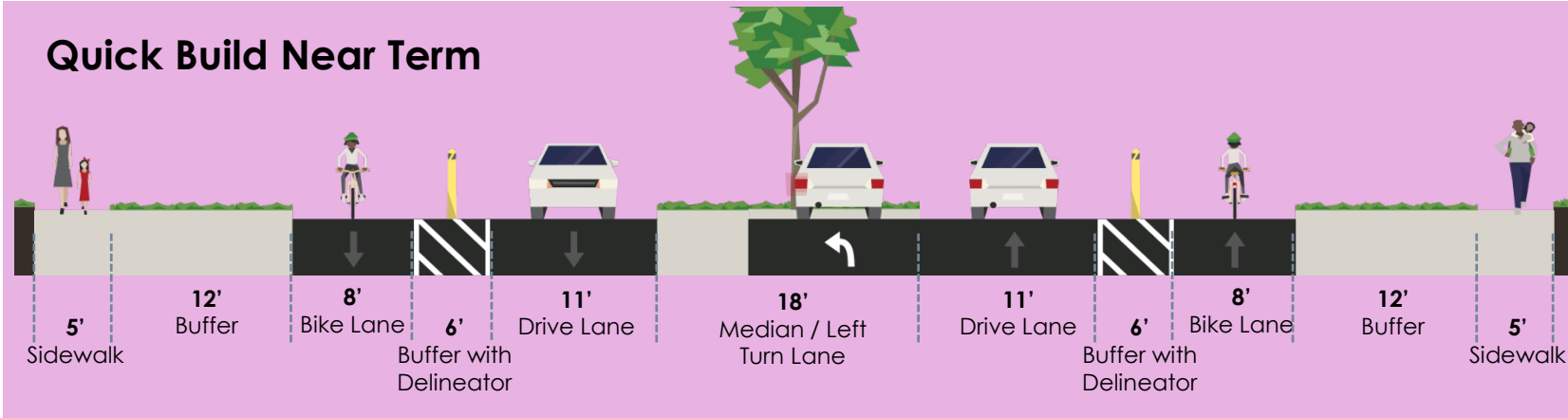
Recommendations

- One lane in each direction repurposed:
 - Redesigned sidewalks (moved from edge of wall)
 - 8ft wide protected Bike Lane
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be non-landscaped)
- Existing median and left turn lanes maintained
 - Sidewalk may be maintained to limit cost (optional)
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

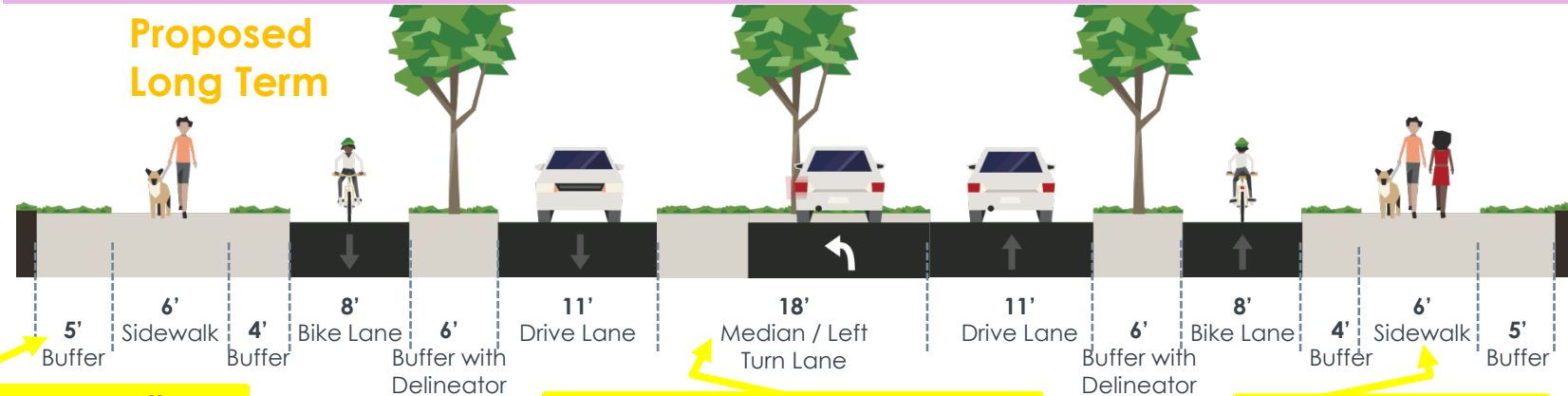
Typical Sections Existing



Quick Build Near Term



Proposed Long Term



Previously 8' Buffer

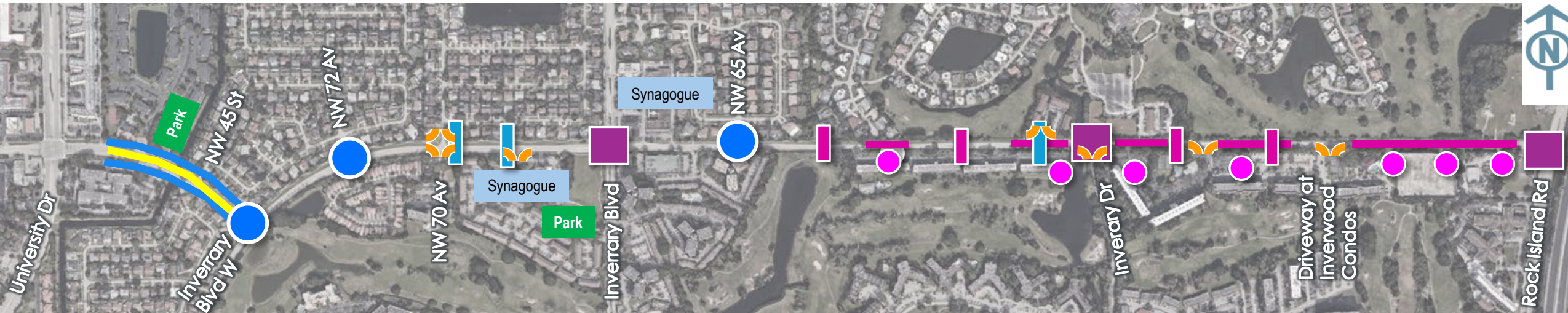
Previously: Rebuilt Median to 12 ft

Previously 8' Sidewalk

NW 44 St: Quick Build

New!

Note: One, any combination, or all treatments displayed could be implemented via quick build.



 Lane Repurposing with Protected Bike Lanes

- See Detailed Slide

 Roundabout

- **At Inv Blvd West:** Requires signal removal; if infeasible, consider leading pedestrian interval, curb extensions, and hardening median noses with flex posts

 Raised Crosswalk with RRFB

- Include median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
- **Crosswalk at Synagogue** would require installation of curb ramps

 Intersection Improvements

- Leading pedestrian intervals
- Hardened Centerlines + Median Noses Note
 - **Inverrary Blvd:** only feasible on N/E/W legs; not feasible on south leg due to Bus Queue Jump
- Bike boxes where feasible

 Curb Extensions

 Speed Humps

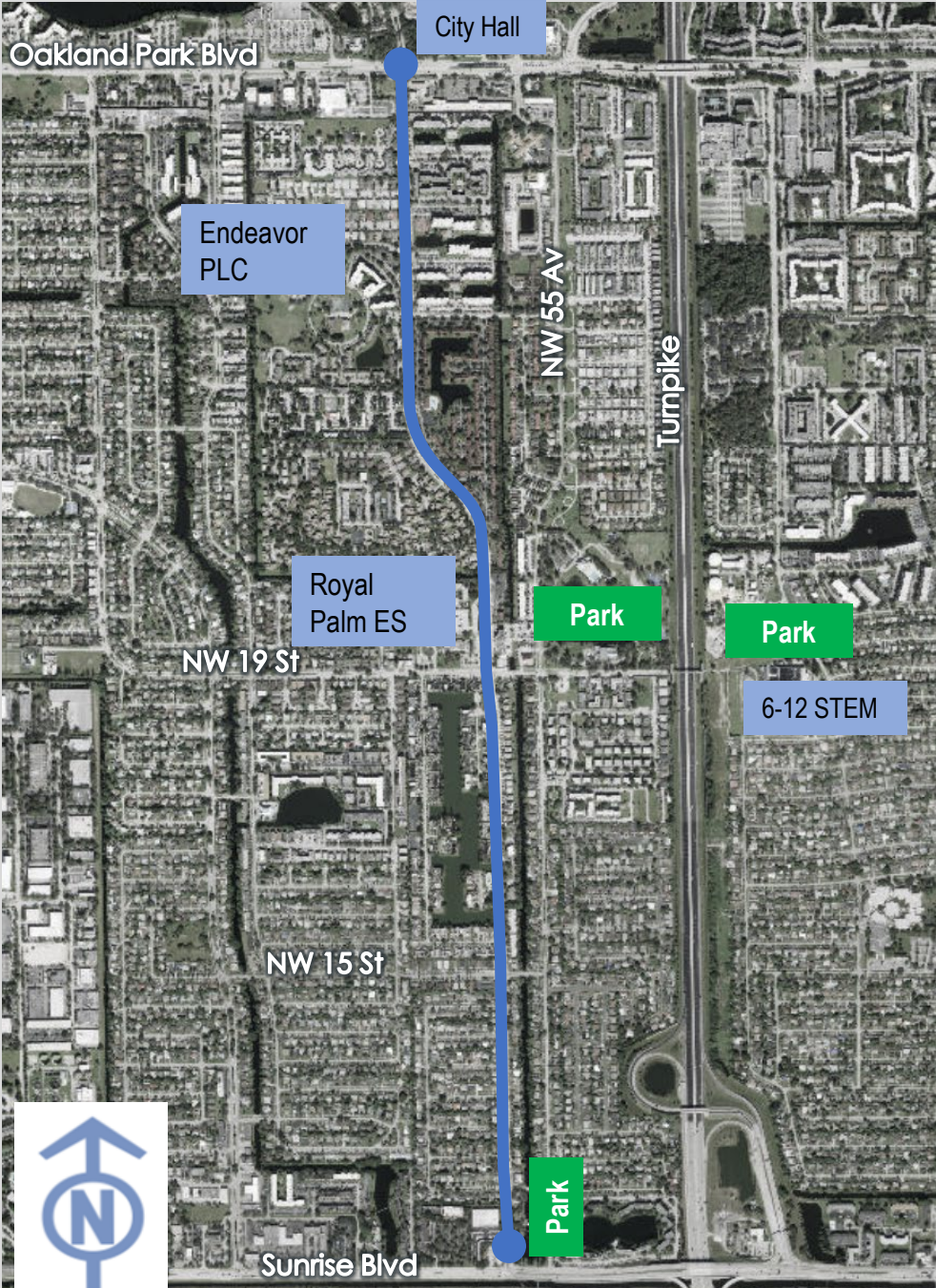
 Center Lane Median

 Convert to Right In / Right Out

NOTE re Quick Build issues for existing bike lane:

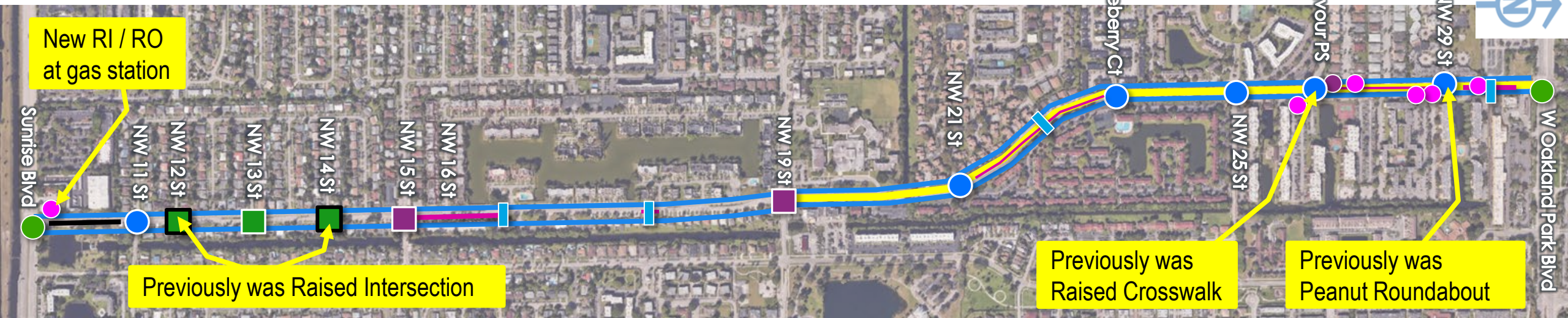
- The existing Bike Lanes are 4 to 5 ft wide, with no buffer.
- A Quick Build “Demonstration Project” (intended to last only a few months) with plastic posts may be feasible
- A longer-term Quick Build Protected Bike Lanes require 5 ft bike lane plus 2 ft buffers.


NW 56 Av






NW 56 Av: Recommendations

Redesign roadway to reduce vehicle speeds to 25 MPH and better match surrounding land use



-  Boundary Intersection Toolkit
-  Convert to Right in / Right out
-  Hardened Centerline
 - Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd
-  Roundabout
 - North of NW 19 St:** May be feasible with existing lane configuration, with tapering to single lane prior to roundabout
-  Protected or Raised Bike Path
 - North of NW 19 St:** requires lane repurposing

-  Raised Intersection
 - Can include RRFBs
-  Supplemental Raised Intersection
 - Raised Crosswalk may be substituted
-  Intersection Improvements
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
-  Center Lane Median (Raised)

-  Raised Crosswalk with RRFB
 - Co-located with center lane median, to provide pedestrian refuge
-  Lane Repurposing
 - 3-Lane Segment from 350 ft south of Oakland Park Blvd to NW 19 St
 - Reduce from 3 to 2-lanes
 - See detailed slide**
-  Move Bus stop
 - Utilize RT lane for Endeavor PS as BCT Bus pull out

- ### Corridor Wide Recommendations
- Narrow Side Street Curb Radii with Curb Extensions
 - Add Green Pavement Markings at Intersections and Driveways

NW 56 Av: Lane Repurposing of 3-Lane Segment

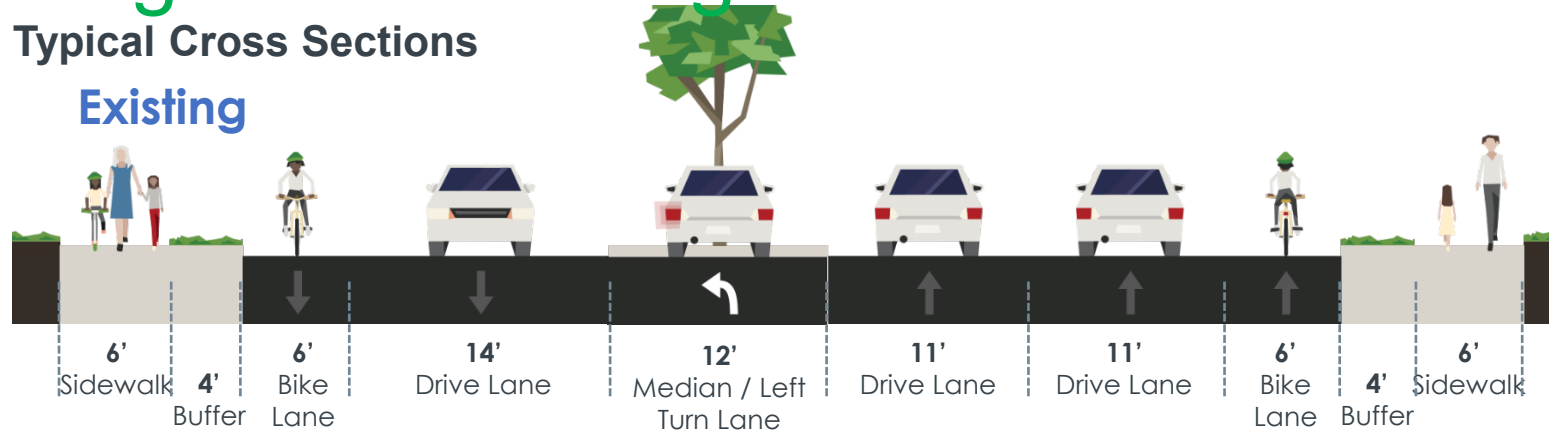
350 ft south of Oakland Park Blvd to NW 19 St

Recommendations

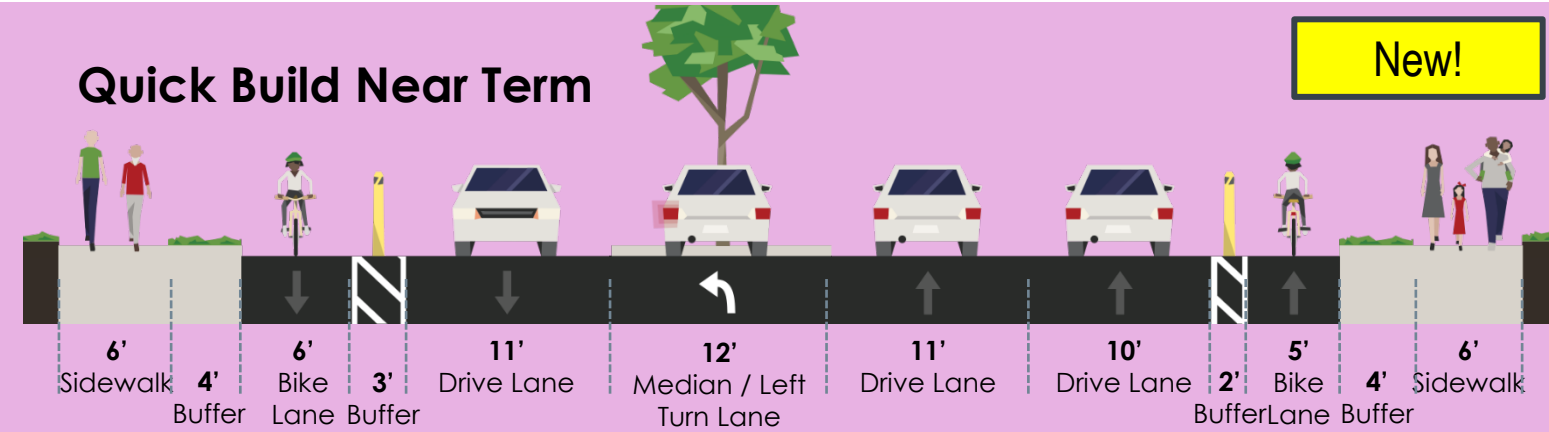
- Roadway rebuilt utilizing space from outside NB lane and narrowing SB lane
 - Widened sidewalks (8 ft)
 - Bike Lane raised to same elevation at sidewalk; New landscaping buffers from travel lane
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be hard scaped)
- Existing median removed; New landscaped median built
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Typical Cross Sections

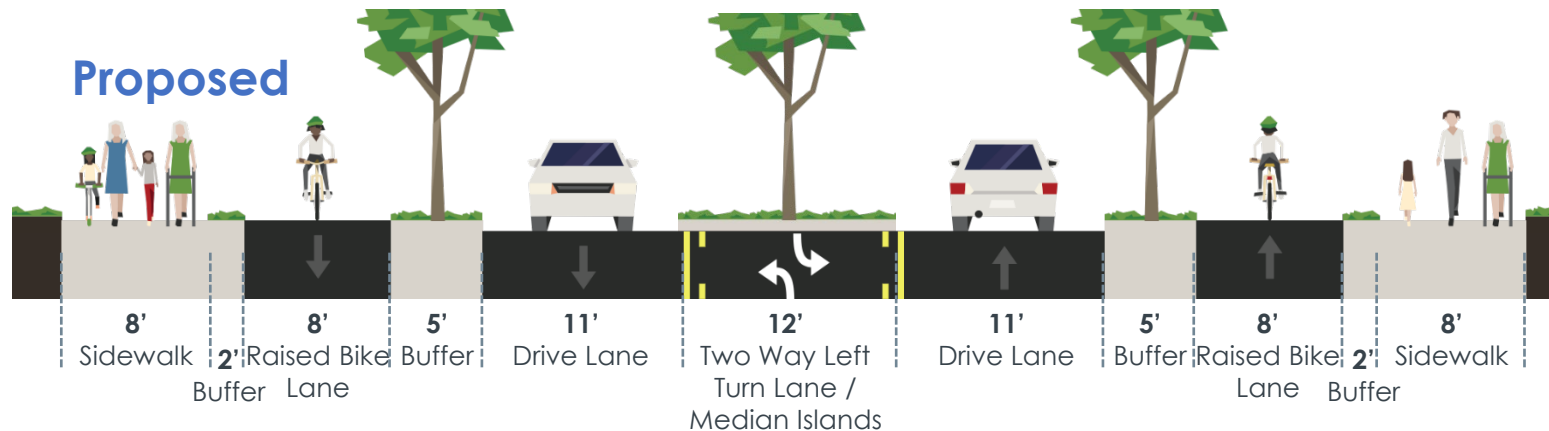
Existing



Quick Build Near Term



Proposed



NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St

Draft Concept Drawing of Lane Repurposing + Roundabouts

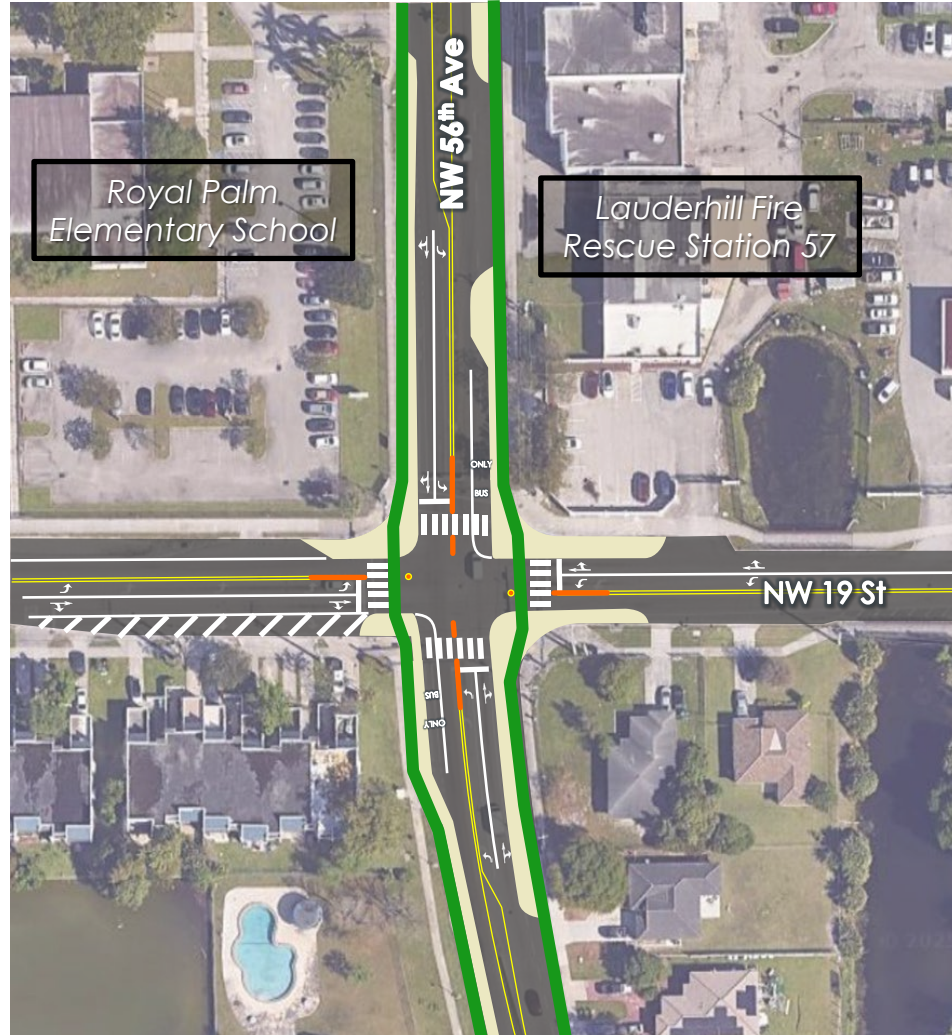


NW 56 Av: Recommendations for Intersection at NW 19 St

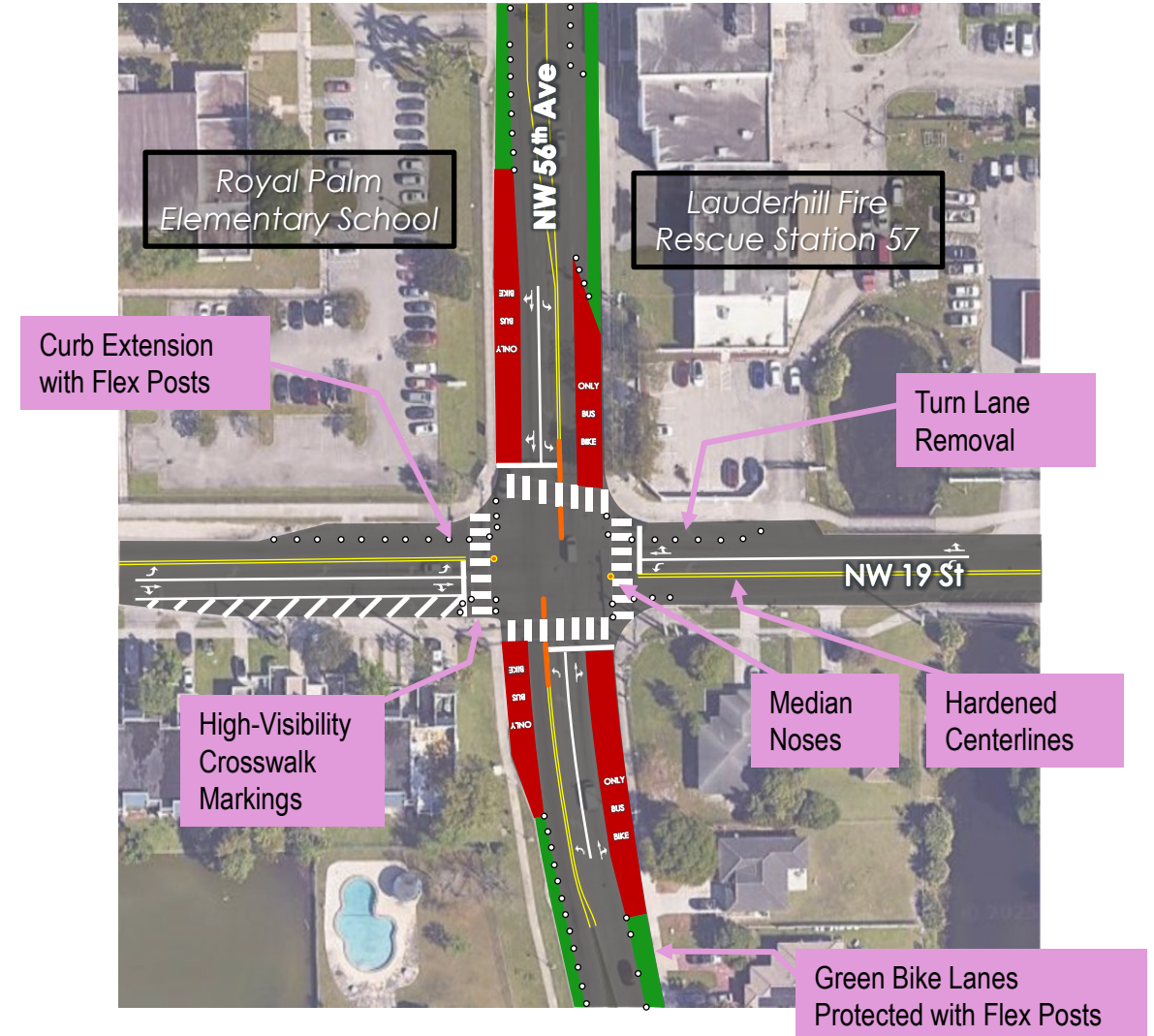


No Revision since SWG Mtg 6

Long Term

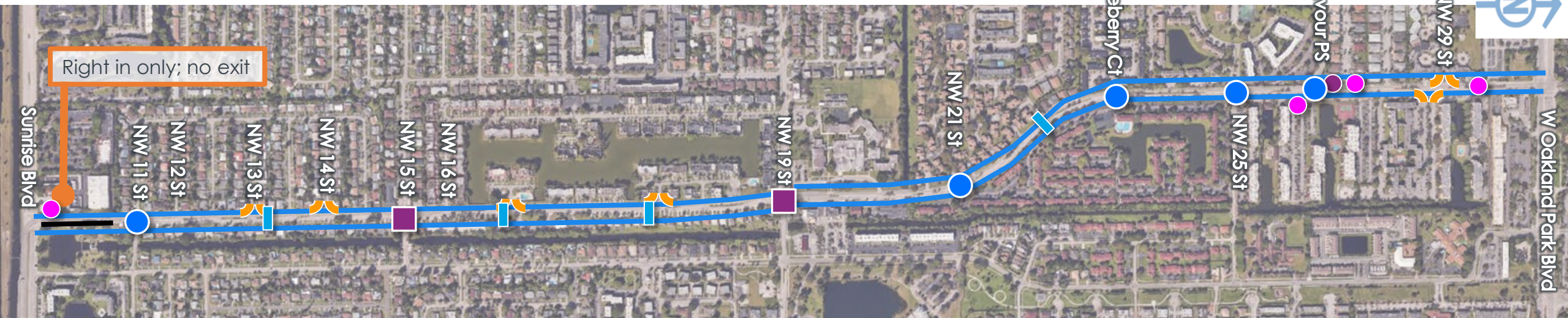


Quick Build / Near term



NW 56 Av: Quick Build Option 1

New!



Protected Bike Lanes

- Use flex posts; See Lane Repurposing slide for option N of NW 19 St

Roundabout (**Option 1**)

- **NW 11 St:** Would require demolition of existing median
- **N. of NW 19 St:** May be feasible at existing lane configuration but would require in-depth feasibility assessment

Raised Crosswalk with RRFB

- Include median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

Intersection Improvements

- Leading pedestrian intervals
- Hardened Centerlines + Median Noses
- Bike boxes where feasible

Curb Extensions

Hardened Centerline

- Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd

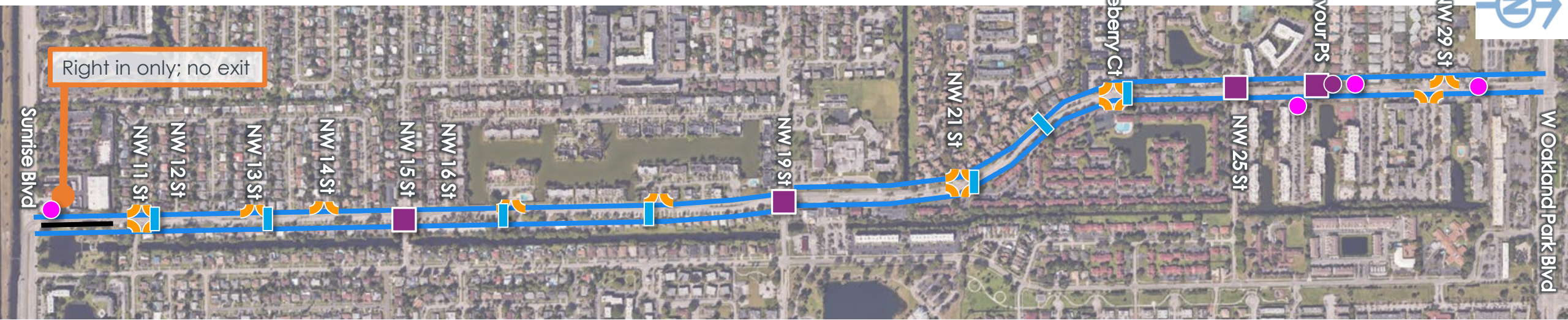
Convert to Right In / Right Out


Move Bus Stop






Note: One, any combination, or all treatments displayed could be implemented via quick build.

NW 56 Av: Quick Build Option 2

New!

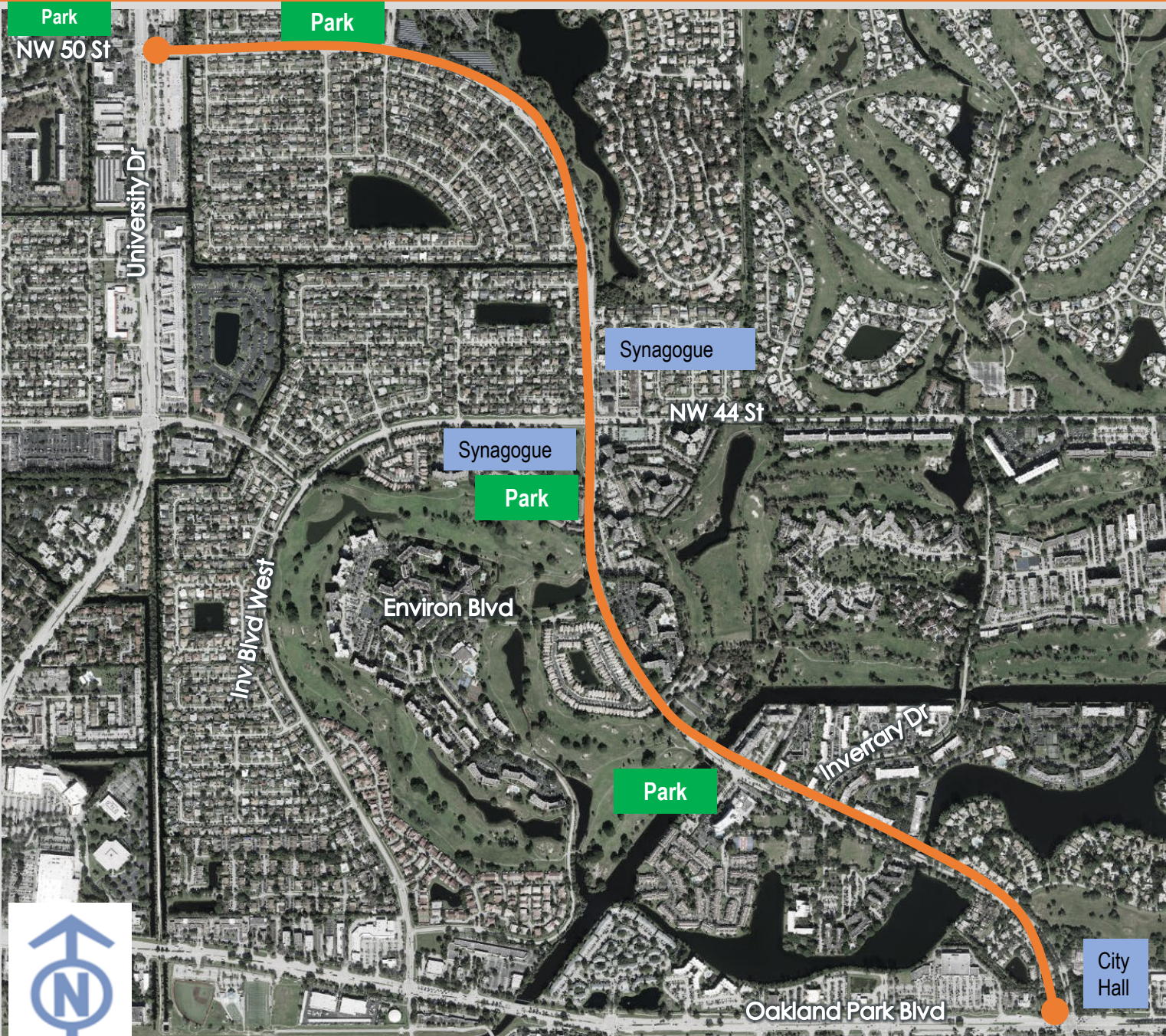


-  Protected Bike Lanes
 - Use flex posts; See Lane Repurposing slide for option N of NW 19 St
-  Raised Crosswalk with RRFB
 - Include median refuge island where feasible
 - If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles

-  Intersection Improvements
 - Leading pedestrian intervals
 - Hardened Centerlines + Median Noses Note
 - Bike boxes where feasible
-  Curb Extensions
-  Hardened Centerline
 - Reinforce Left Turn restriction in / out of business driveways near Sunrise Blvd
-  Convert to Right In / Right Out
-  Move Bus Stop

Note: One, any combination, or all treatments displayed could be implemented via quick build.

Inverrary Blvd



Inverrary Blvd: Recommendations

Redesign roadway to reduce vehicle speeds to 25 MPH

Lane Repurposing

- **North of NW 44 St**
- Reduce from four to two-lanes
- Required to implement Roundabouts
- See Detailed slide

Raised Bikeway

Center Lane Median

- Maintaining existing 12 ft medians throughout Inverrary Blvd.

Roundabout

- **Requires Lane Repurposing**
- Includes raised crosswalks

Convert to Right in / Right out

Raised Intersection with RRFB or Ped. Signal

Intersection Improvements

- Bike Protected Intersection
- Median refuge islands
- Leading pedestrian intervals

Shared Use Path

- **South of NW 44 St**
- See Detailed Slides

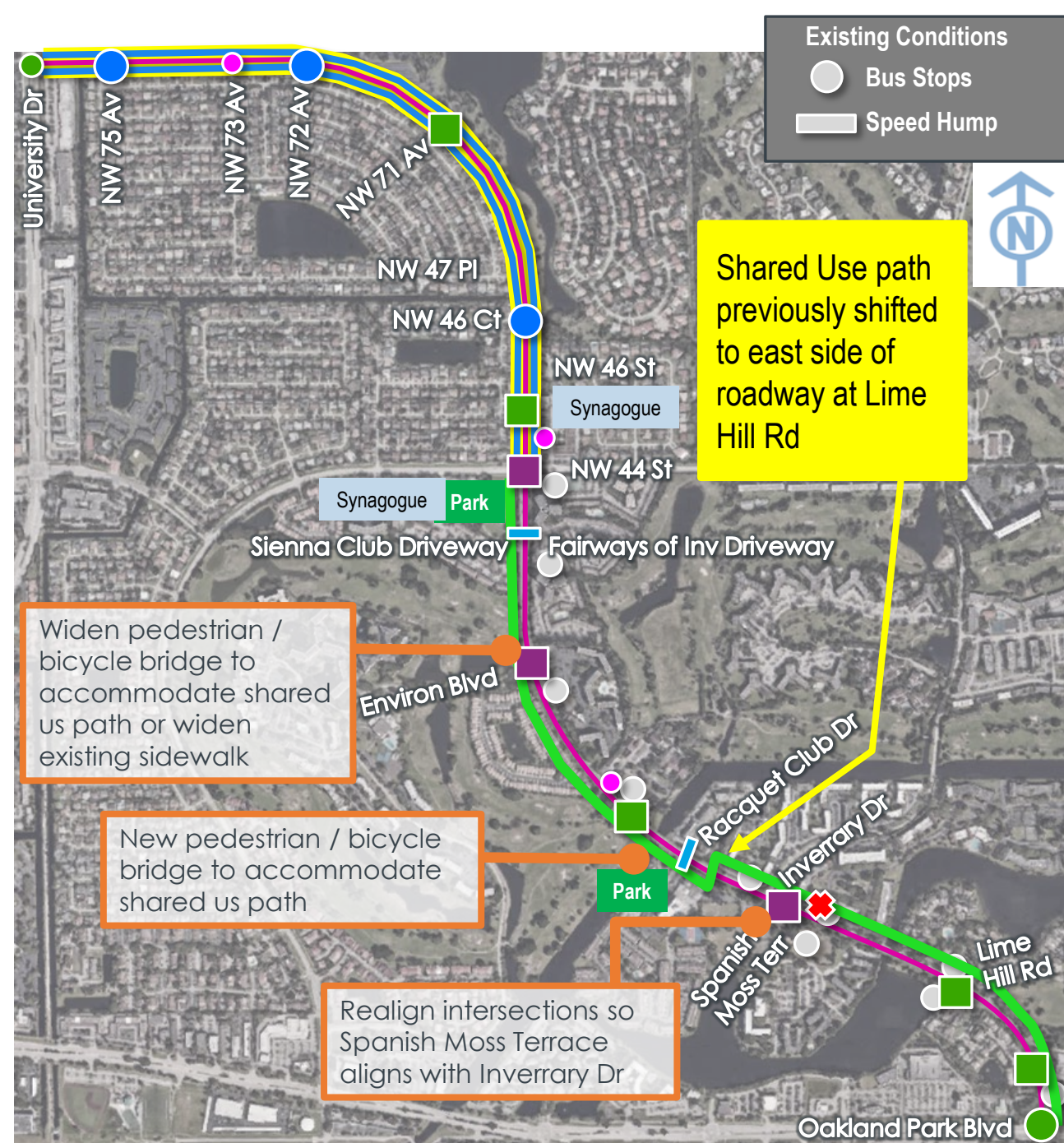
Raised Crosswalk with RRFB or Ped. Signal

Eliminate Bus Stop

Boundary Intersection Toolkit

Corridor Wide Recommendations

- Narrow Side Street Curb Radii with Curb Extensions
- Add Green Pavement Markings at Intersections and Driveways
- Evaluate Lighting



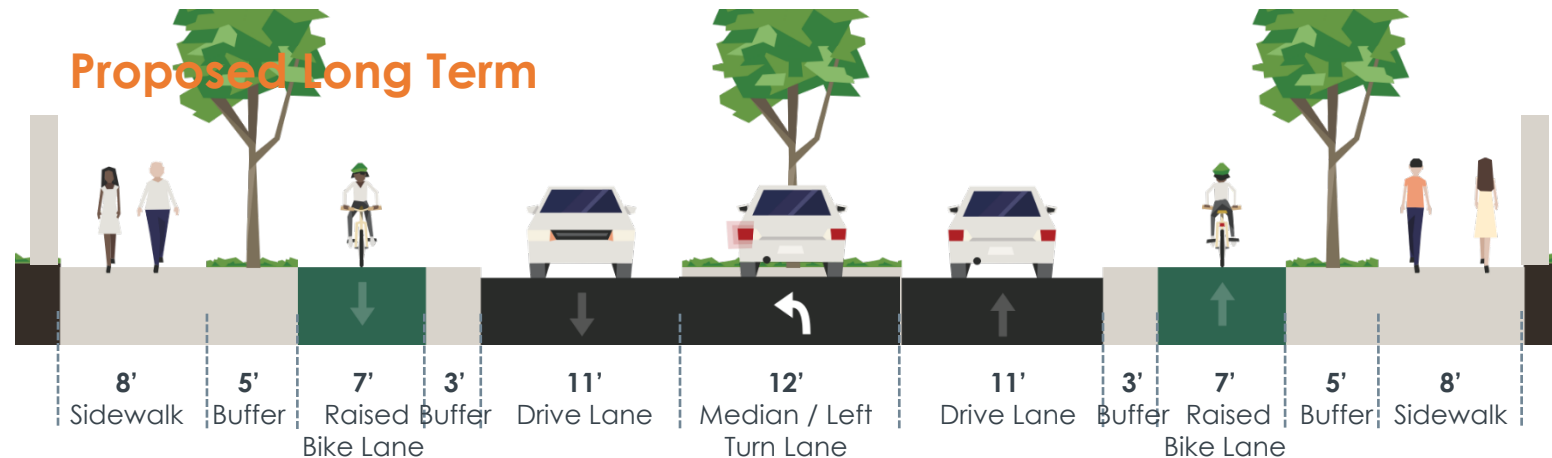
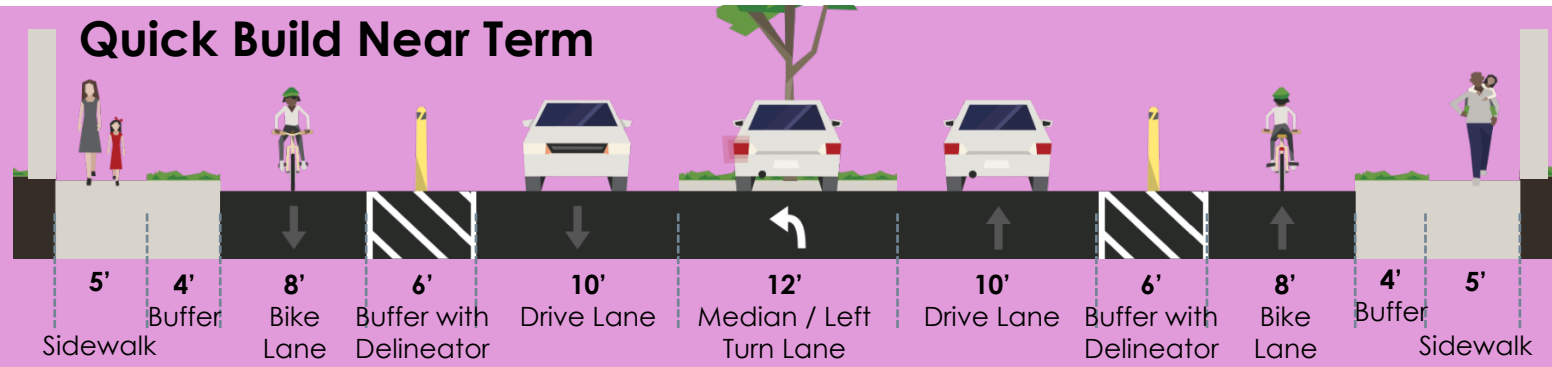
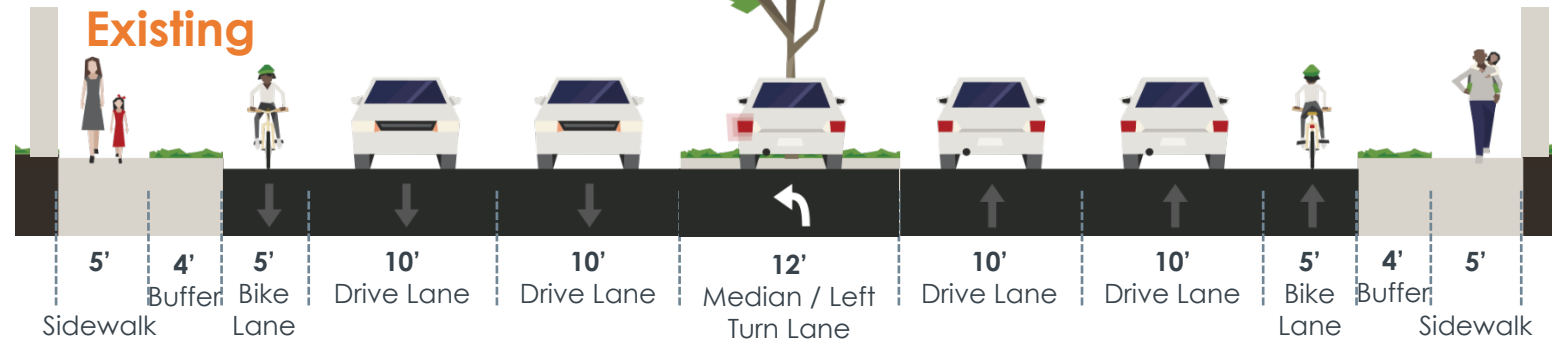
Inverrary Blvd (N of NW 44th): Lane Repurposing



Recommendations

- Repurpose 1 NB and 1 SB Lane
 - Widened sidewalks (8 ft)
 - Bike Lane widened to 7 ft + **raised** to same elevation at sidewalk
 - Landscape buffers between sidewalk and new bike lane and roadway (Buffer may be hard scaped)
- Maintain existing median, left turn lane
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Typical Sections



Lauderhill TMP: Potential Solutions

Facility Dimension Guidance

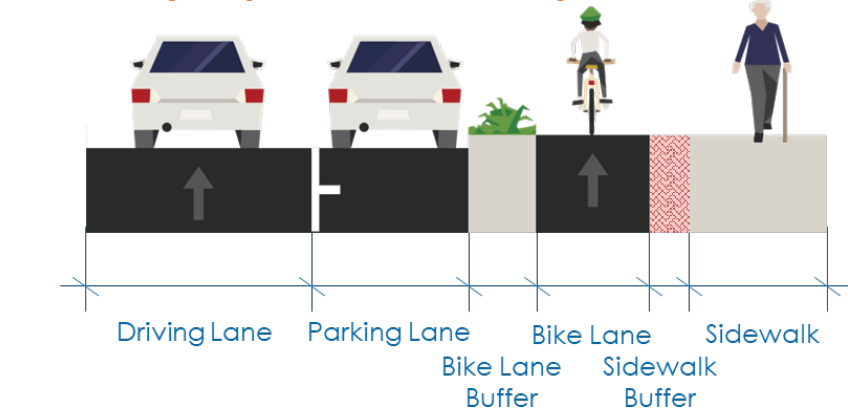
Lane	Minimum Dimensions		
	One-Way Separated Bikeway	Two-Way Separated Bikeway	Shared Use Path
Driving Lane	10' minimum 11' minimum if a transit route		
Parking Lane	7' minimum		
Buffer for Bike Lane or Shared Use Path	2' minimum without parking 3' minimum with parking 6'-8' preferred		5' minimum 2' minimum for urban side path (see below for more info)
Bike Lane or Shared Use Path	5' minimum 7' preferred	8' minimum 10-12' preferred	10' minimum (<i>limited ROW</i>)* 12' standard **8' allowed for short segments
Buffer for Sidewalk	1' minimum 2' preferred		N/A
Sidewalk	5' minimum		N/A

Sources: Florida Design Manual, NACTO

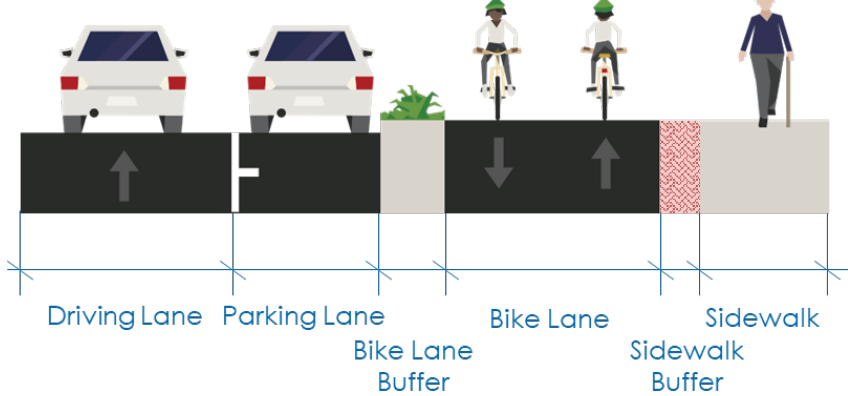
Urban Side Paths

The FDM permits urban side paths in C2T, C4, C5, and C6 context classifications with street design speeds of 35 MPH or lower.

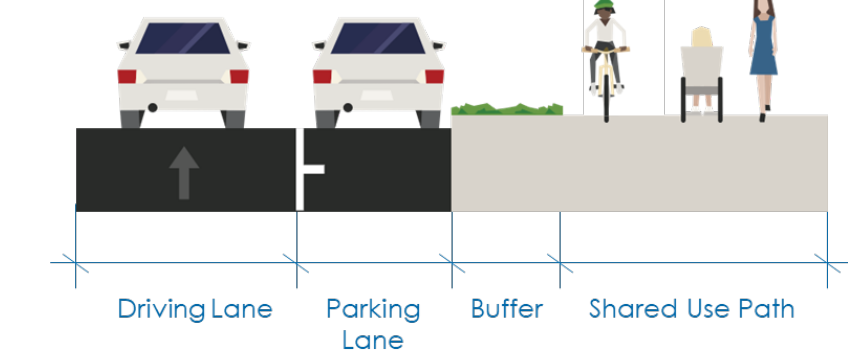
One-Way Separated Bikeway



Two-Way Separated Bikeway



Shared Use Path



Inverrary Blvd (S of NW 44 St): Right of Way Constraints

Discussion

- Can a Shared Use Path fit on both sides of the road?
- Minimum dimensions:
 - 5' buffer (2' if Side Path)
 - 10' Path (12' preferred, 8' for short segments)
 - Context Class: C3R (Urban Side Path does not apply)

Constrained On...

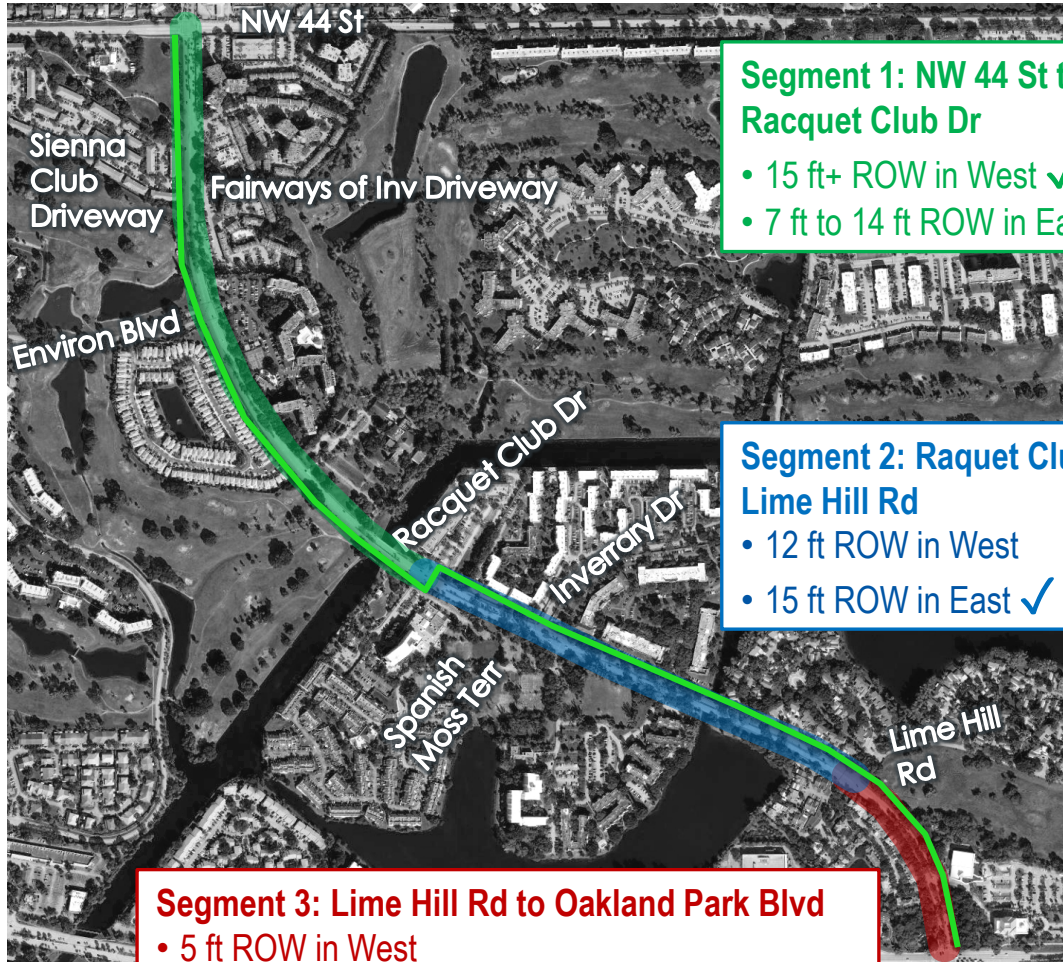
- East Side
- West Side
- Both Sides

Segment	West Side			East Side			Design Exception Needed
	ROW Width	Path	Buffer	ROW Width	Path	Buffer	
NW 44 St to Sienna Club Dr	15'+	10'	5'+	7'	Not feasible		No
Sienna Club Dr to Environ Blvd	15'+	10'	5'+	12'	8'	4'	East Side
Environ Blvd to Racquet Club Dr	15'	10'	5'	14'	10'	4'	East Side
Racquet Club Dr to Lime Hill Rd	12'	8'	4'	15'	10'	5'	West Side
Lime Hill Rd to City Hall Driveway	5'	Not feasible		18'	12'	6'	No
City Hall Driveway to Oakland Park Blvd	5'	Not feasible without additional ROW; meets standards with					No



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 Racquet Club Dr

- 15 ft+ ROW in West ✓
- 7 ft to 14 ft ROW in East

Segment 2: Raquet Club Dr to Lime Hill Rd

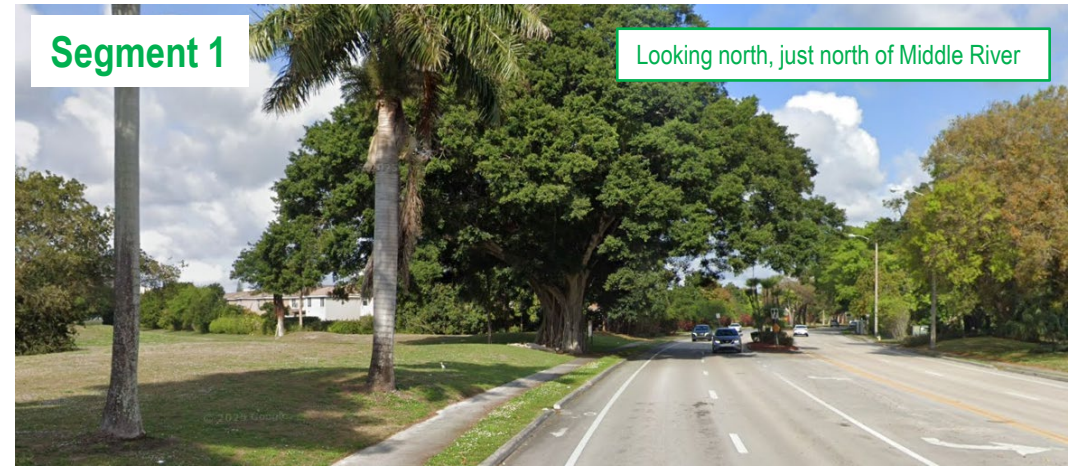
- 12 ft ROW in West
- 15 ft ROW in East ✓

Segment 3: Lime Hill Rd to Oakland Park Blvd

- 5 ft ROW in West
- 15 ft to 5 ft in East (with ROW acquisition) ✓

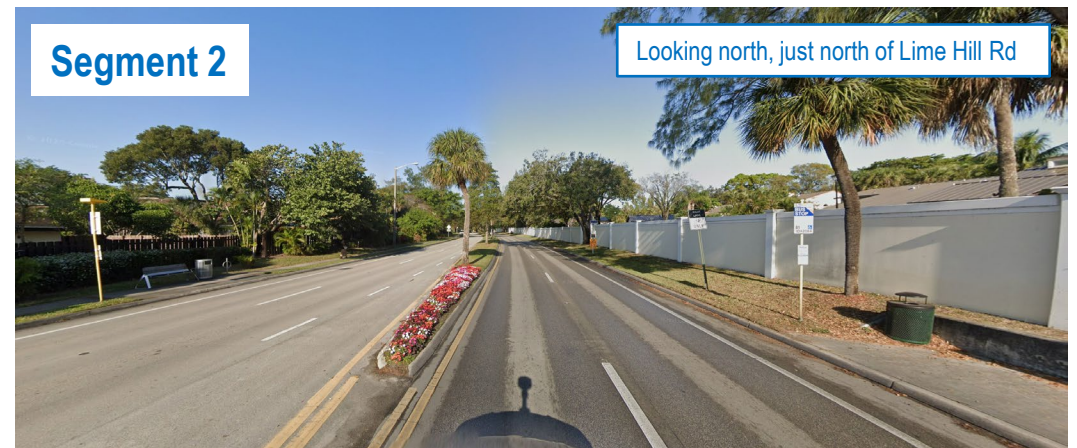
Segment 1

Looking north, just north of Middle River



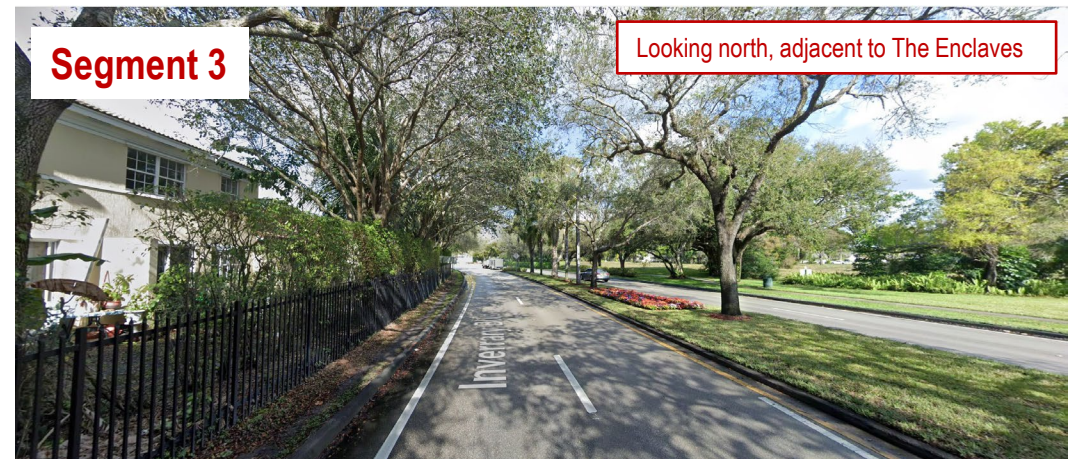
Segment 2

Looking north, just north of Lime Hill Rd



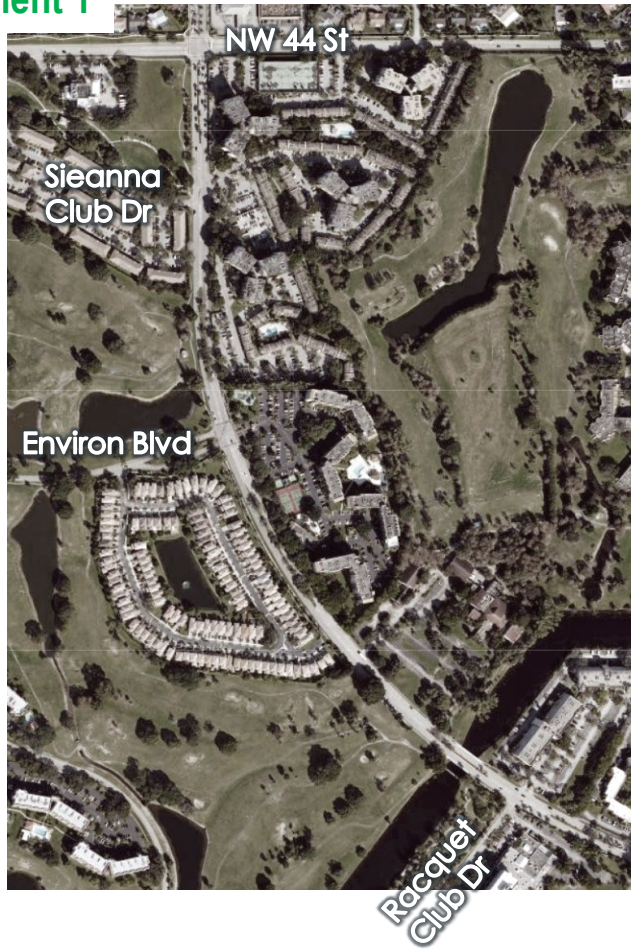
Segment 3

Looking north, adjacent to The Enclaves

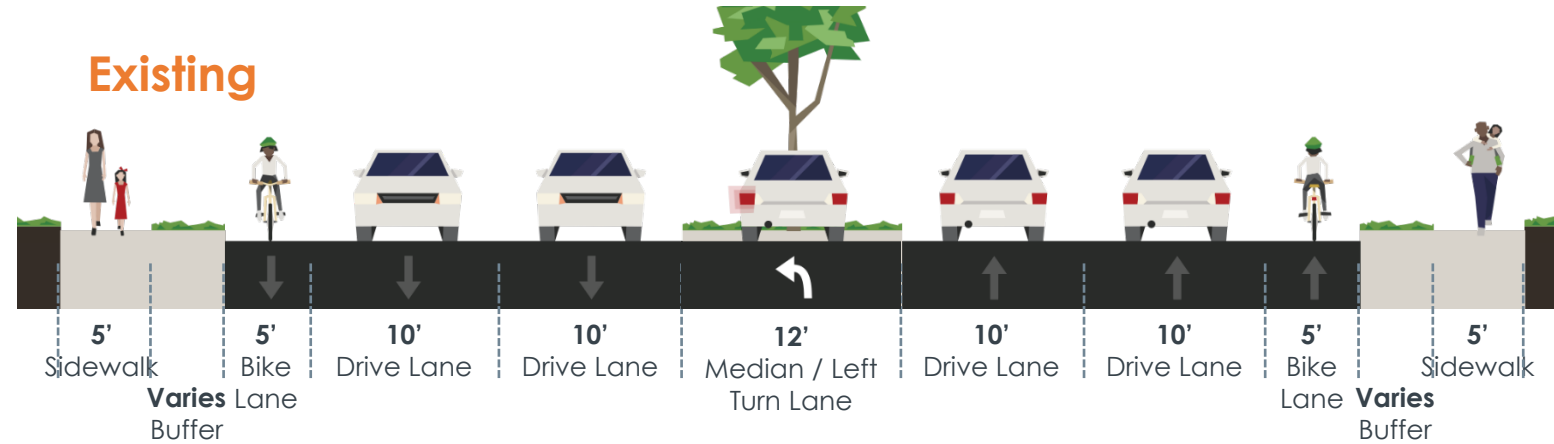


Inverrary Blvd (S of NW 44 St): NW 44 St to Racquet Club Dr

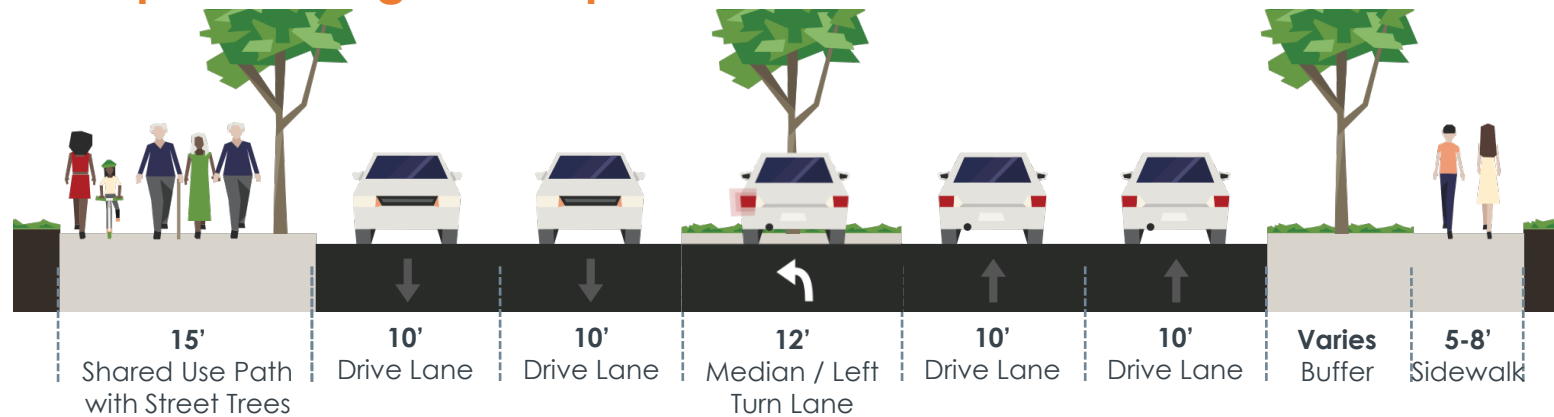
Segment 1



Typical Section North of Racquet Club Dr



Proposed Long Term Option A – No Bike Lane



Recommendations

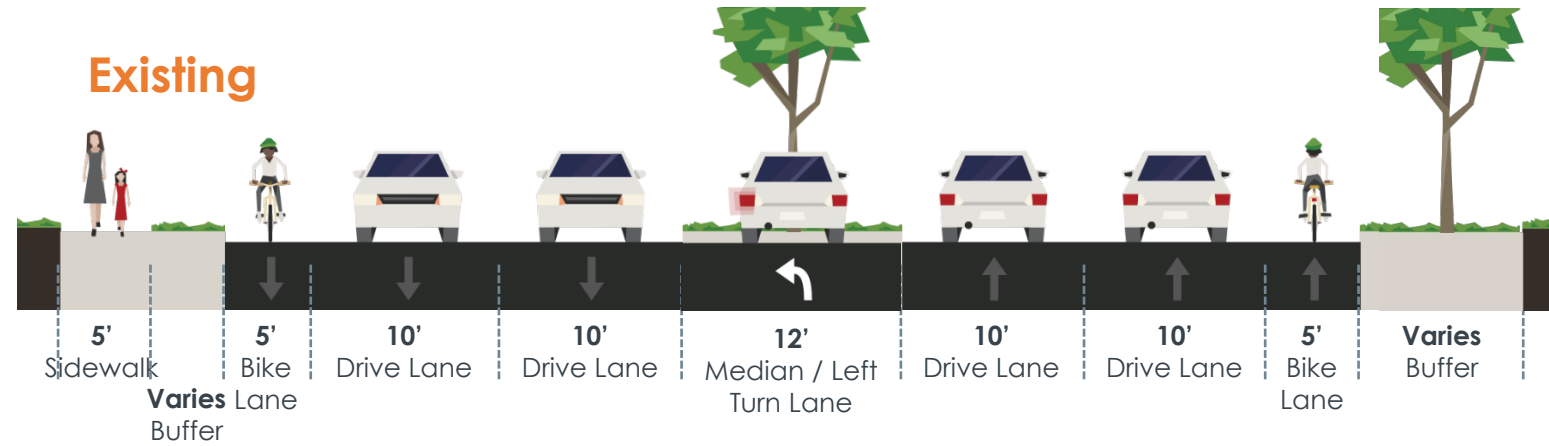
- Shared use path to be built on **WEST** side of the road
- Due to ROW constraint in east ROW between NW 44 St and Sienna Club Dr (7 ft), recommendation is to move the curb to reduce ROW width and remove on-street bike lane

Inverrary Blvd (S of NW 44 St): Racquet Club Dr to Lime Hill Rd

Segment 2

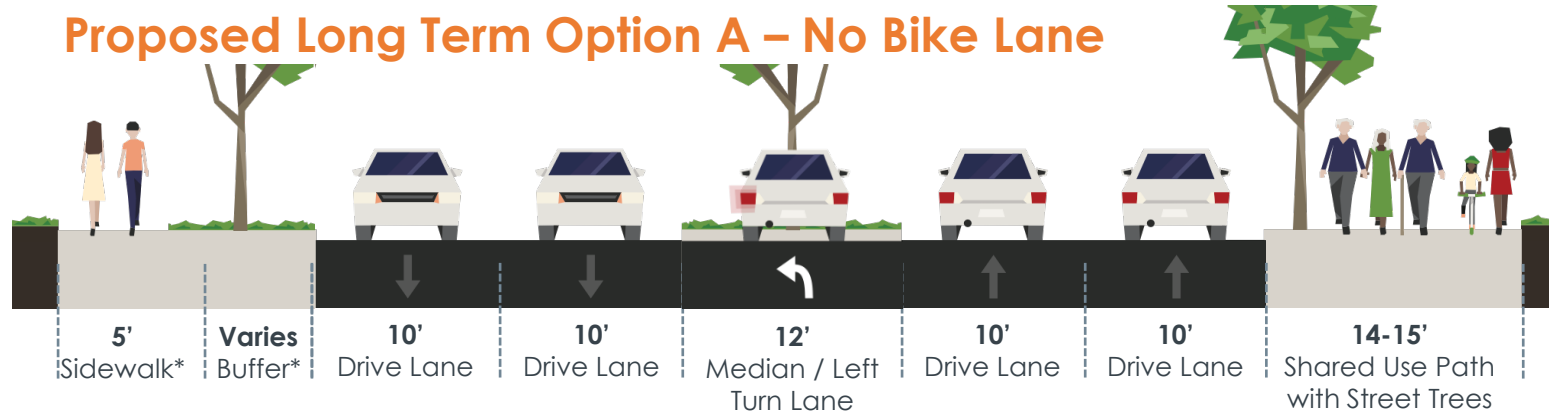


Typical Section From Racquet Club Dr to Lime Hill Rd



Recommendations

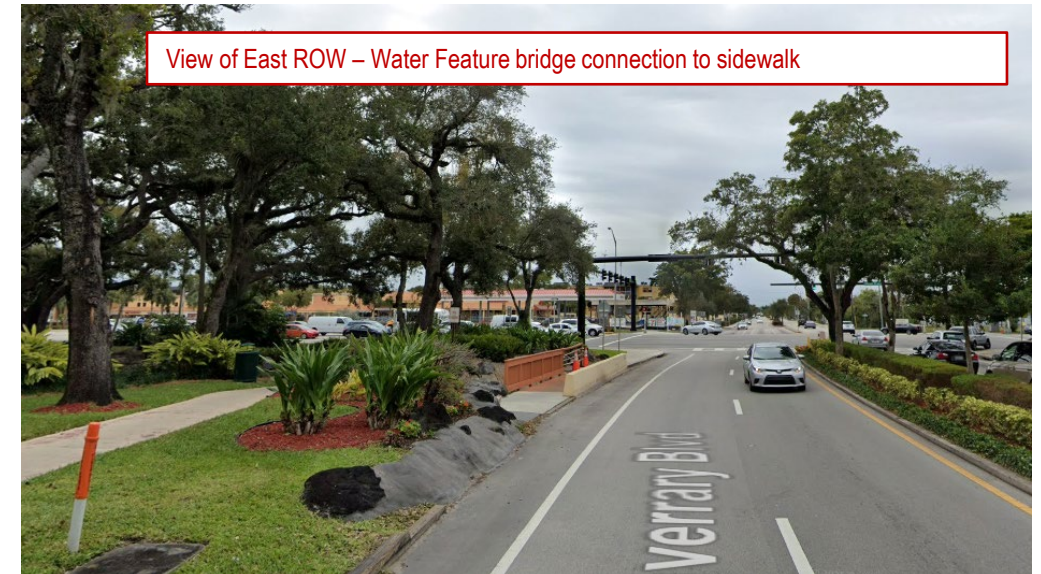
- Shared use path to be built on **EAST** side of the road.
- May require removal or relocation of existing trees in east ROW.
- West ROW is constrained to 12 ft width. Design exception would be needed for shared use path.
- West side curb is extended to existing bike lane in order to accommodate wider landscape buffer and narrow roadway.



Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Adjacent property Ownership



Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Adjacent property Ownership



Lime Hill Rd to City Hall Parking Lot

- ROW Acquisition needed (FDOT & Inv Assoc Inc)
- Roadway Shifts approx. 5 ft to east
- Existing Landscape Median to be removed (new median built)

Area abutting City-Owned Property

- No ROW Acquisition needed
- Based on cursory BCPA review, roadway may not need to shift in this location.
- Existing Landscape Median to remain
- West: Sufficient space exists adjacent to Enclave Ln and abutting property to accommodate sidewalk
- East: Shared Use Path on city-owned property

Area abutting Inv Assoc Inc / water features

- ROW Acquisition needed
- Roadway would not need to shift in this location.
- Existing Landscape Median to remain

Inverrary Blvd (S of NW 44 St): Lime Hill Rd to Oakland Park Blvd

Segment 3

Water features at Inverrary Blvd just north of Oakland Park Blvd constrain the roadway from 80 feet to 65 feet;

Recommendations

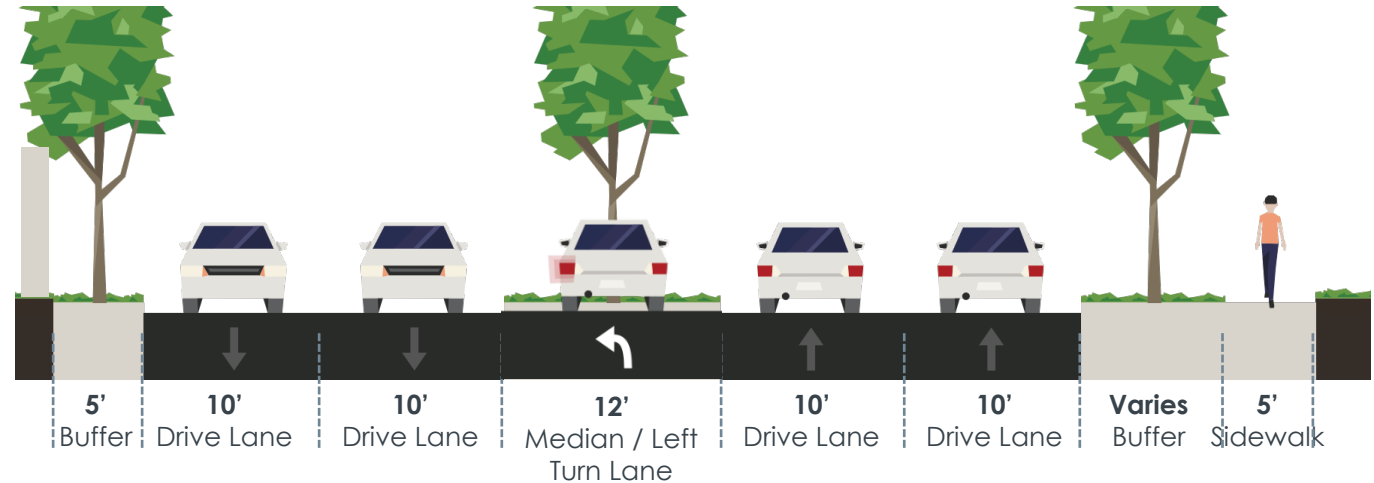
Long term condition – With Right of Way Acquisition

- Shared use path to be built on **EAST** side of the road.
- Sidewalk on West side of roadway
- Removal and rebuild of center lane median adjacent to The Enclaves (north of City Hall driveway)
- Retain existing landscaped median at Oakland Park Blvd to City Hall Driveway
- Rebuild of water feature parcels to accommodate sidewalk and shared use path.
- *Note: Additional ROW may also accommodate additional travel / turn lanes onto Oakland Park Blvd (not assessed by TMP)*
- *Note: This section requires shifting of travel lanes approximately 5' east; if this is not feasible, western sidewalk would be omitted where space is constrained*

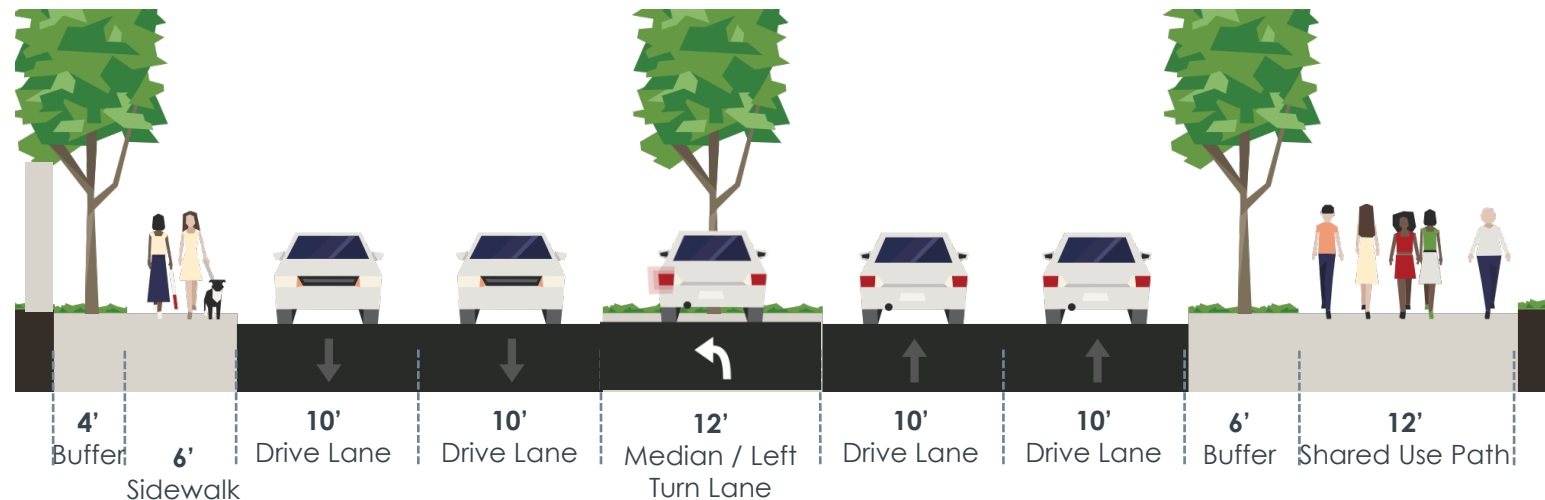
*If right of way acquisition is not pursued, there would be no space for a sidewalk on the west side of the road and the shared use path on the east side of the road would end at Lime Hill Rd.

Typical Section South of Lime Hill Rd

Existing



Proposed Long Term – With Right of Way Acquisition*



Inverrary Blvd: Quick Build

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

Lane Repurposing with Protected Bike Lanes

- See detailed slide

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

Eliminate Bus Stop

Roundabout

- Requires Lane Repurposing
- Includes raised crosswalks

Intersection Improvements

- Leading pedestrian intervals
- Hardened Centerlines + Median Noses
Note – only feasible on N/E/W legs at Inverrary Blvd/NW 44th St; not feasible on south leg due to Bus Queue Jump)
- Bike Boxes where feasible

Curb Extensions

- Slows down turning vehicles

Convert to Right in / Right out

Note: One, any combination, or all treatments displayed could be implemented via quick build.

