



Transportation Master Plan



Presentation to City Commission – 5/19/2025

Presentation

- Overview of Broward MPO
- Lauderhill Transportation Master Plan Schedule
- SurveyMonkey Highlights
- Community Meetings Highlights
- Notable Demographics
- TMP Vision
- Plan Study Area
- **Plan Study Area Solutions**

Want more information?



<https://www.browardmpo.org/plans/city-of-lauderhill>

Presentation Goal:

- ✓ Provide TMP Status
- ✓ Discuss Plan Study Area Potential Solutions



Introduction: Broward MPO

- Broward MPO's City Services team offers technical assistance directly to local governments to develop multimodal Transportation Plans.
- Since August 2024, Broward MPO has been providing technical assistance to the **City of Lauderdale** with the development of a **Transportation Master Plan (TMP)**.
- Broward MPO Project Manager is Karen Friedman

Technical Assistance for TMP:
Identify community-driven, design-ready *multimodal* transportation projects for up to **six roadways** that are based on best practices for safety, speed management, and complete streets.

WHO IS THE BROWARD METROPOLITAN PLANNING ORGANIZATION?



The Broward Metropolitan Planning Organization (MPO) is a dynamic public agency who's main job is to plan and coordinate transportation projects and programs in Broward County. Think of it like a group of people comprised of your elected officials, and the local community who come together to figure out the best ways to improve how people and goods move safely around your region. This could include improving roads, planning new transit routes, setting up bike lanes, adding sidewalks, improving access to ports and airports, or managing traffic. The Broward MPO helps to ensure that any money spent on transportation in Broward County is used efficiently and effectively.

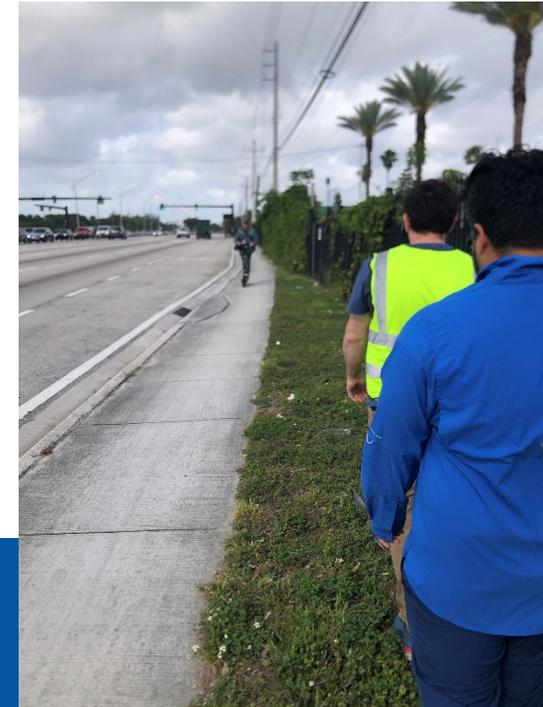
They also collaborate with the public and other stakeholders to make sure the decisions they make are in line with what the community wants and needs.



Halloween Safety Day - 10/25/2024



Field Audit of Sunrise Blvd – 3/4/2025



Lauderhill TMP: Schedule



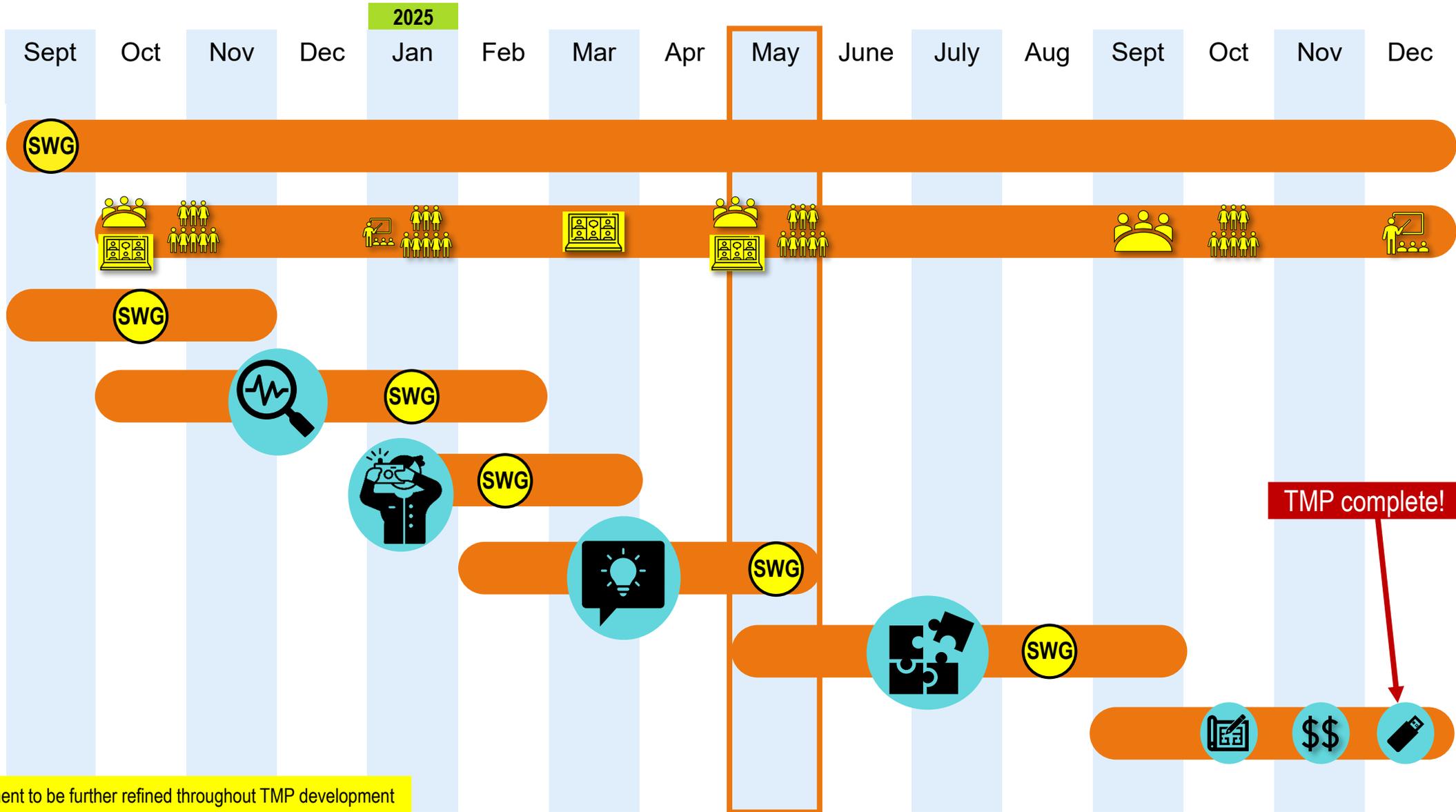
SWG City Staff Working Group Meeting

Stakeholder Meeting

Community Survey or Meeting

FDOT / Broward County Meeting

City Commission or Advisory Board Meeting



TMP complete!

**Public & Stakeholder Engagement to be further refined throughout TMP development

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

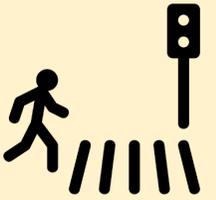


33% Ride a bike at least twice a month

#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

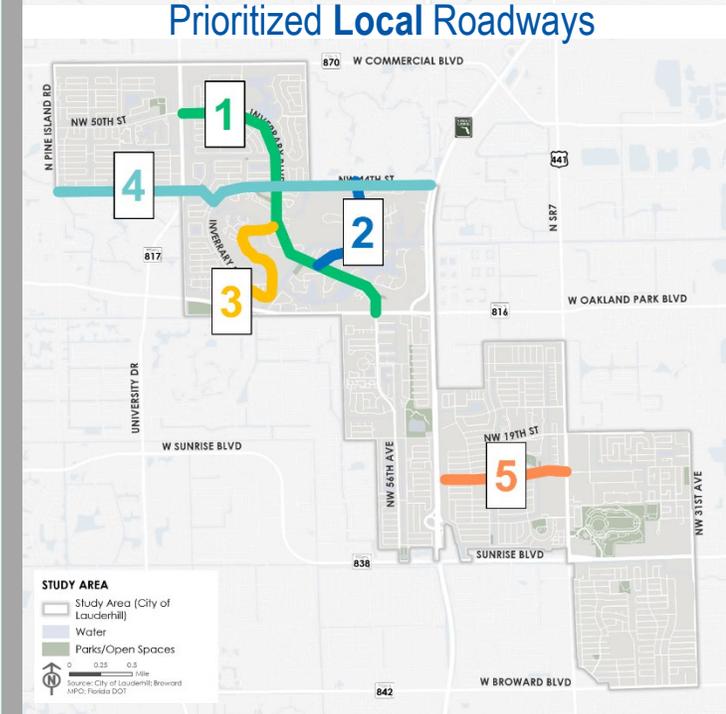
#1 Parks or Libraries

#2 Synagogue or Church



#3 Publix or Grocery Store

#4 City Hall



Lauderhill TMP: Public Engagement – Community Meetings

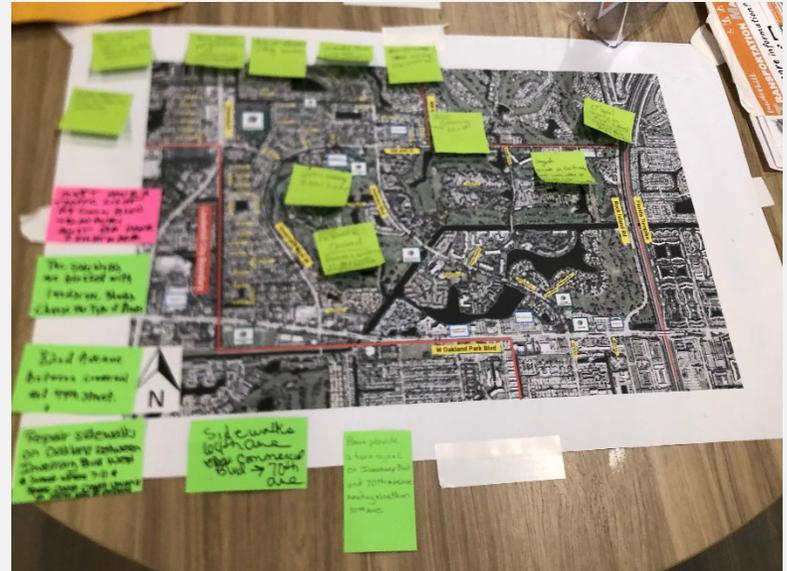
COMMUNITY MEETINGS

Join us to share **your** suggestions for Lauderhill's **Transportation** and **Parks & Recreation** Master Plans.

Jan 9 | 7pm | West Ken Lark Park

Jan 14 | 6pm | Veteran's Park

Jan 28 | 6pm | Lauderhill City Hall



Lauderhill TMP: Notable Demographics

2023 American Community Survey (1-Year Estimates)



Median Age = 36.7 years

Broward County is 41.3 years



23% of population is Age 14 or Under

17% of Broward County

Why this is notable: Younger people are more likely to be early in career and less likely to afford a vehicle; Poorly maintained, missing, or crowded sidewalks can be a barrier for people pushing strollers or walking with children; Sidewalks, pedestrian crossings, and bike lanes are essential for walking or biking to school; Children under 10 are less able to judge vehicle speeds and distance; Children are shorter, making them harder for drivers to see

2023 American Community Survey (1-Year Estimates)



\$45,454 Median Household Income

\$74,531 for Broward County

24.3% of people live Below Poverty Level

12.7% of Broward County

Poverty by Age
31.7% = Age 18-
33.5% = Age 65+

Why this is notable: Low-Income residents are less able to afford a car, or reliable car; Often considered transit dependent due to financial limitations; More likely to rely on transit or non-motorized transportation to access healthcare, work, childcare, or education; Older residents who are transit dependent may utilize assistive devices (scooters, wheelchairs, walkers) to travel to transit stop

2023 American Community Survey (5-Year Estimates)



12% of households have No Vehicles

6.8% of Broward County

48% of households have 1 Vehicle

41% of Broward County

5.4% of workers ride Public Transit to Work

2% of Broward County

Why this is notable: Households without cars are considered transit dependent; Households with no or one car more likely to rely on transit or non-motorized transportation to access daily destinations; Planning for transit riders includes the need to consider sidewalks, crosswalks, lighting, and bike paths leading to and from transit stops

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

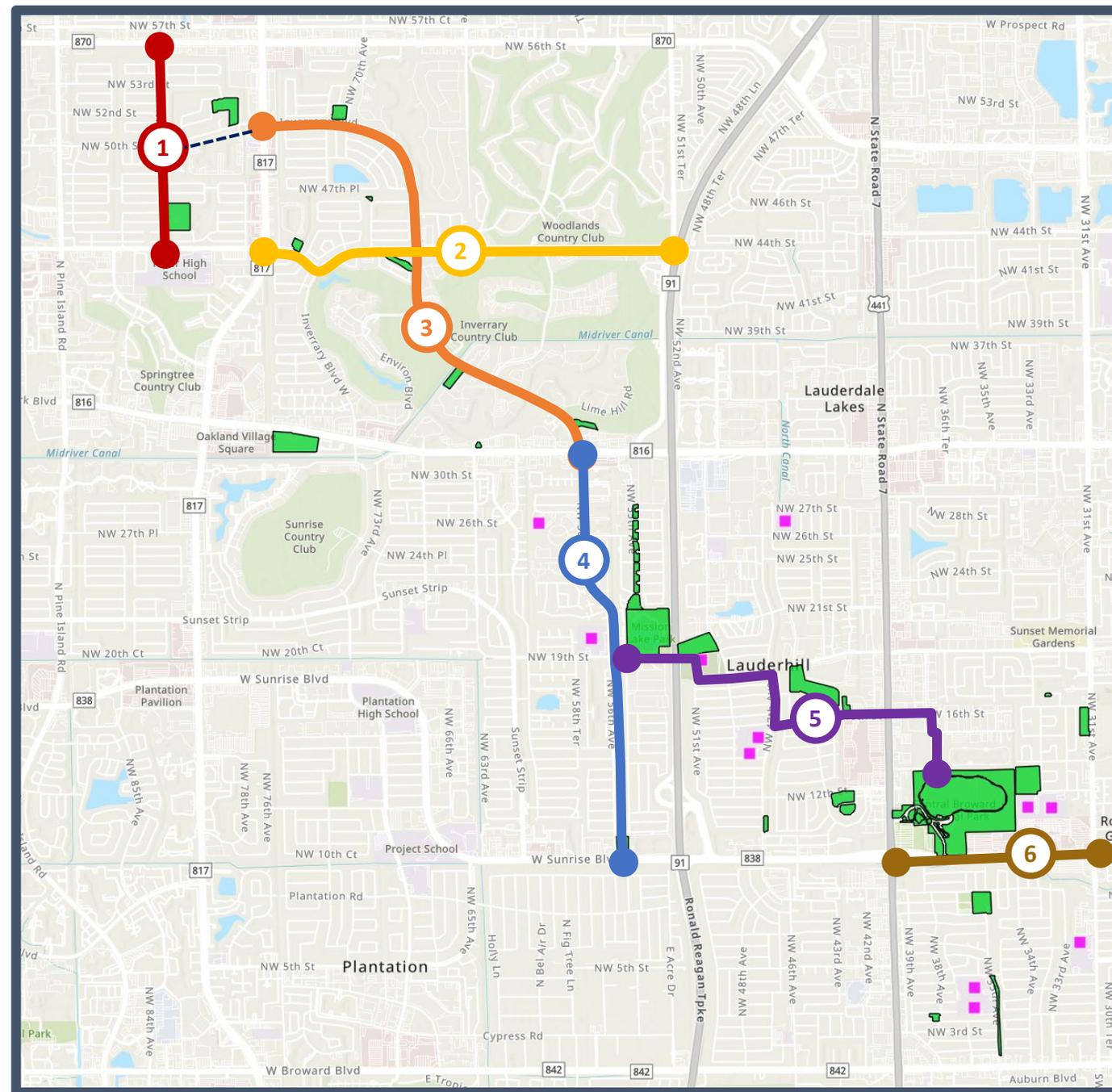
The Plan Study Area are the six roadways, primarily city-owned, that will have transportation projects identified in the TMP.

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: Potential Solutions Facility Examples

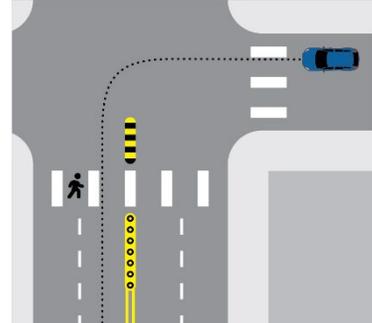
Roundabout



Quick Build Roundabout



Shared Use Path + High Emphasis Crosswalk Lane Hardening



Quick Build Curb Extension



Peanut Roundabout



Lane Repurposing to Protected Bike Lane



Raised Bike Lane



Protected Bike Lane



Quick Build Protected Bike Lane



Raised Intersection



Raised Crosswalk with RRFB



Signalized Mid-block Raised Crosswalk



Spot Median with Mid-block Crosswalk

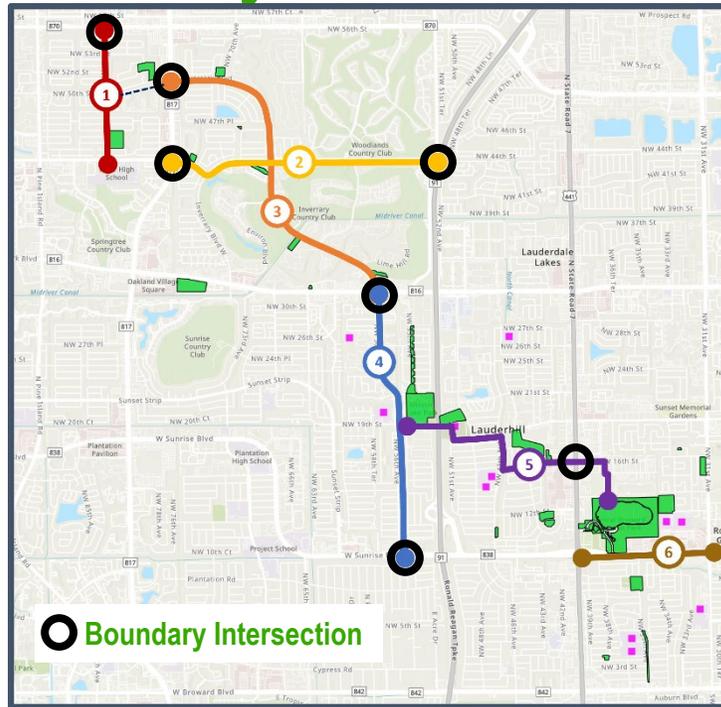


Quick Build Spot Median + Mid-block Crosswalk



Lauderhill TMP: Plan Study Area Potential Solutions

Boundary Intersections



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 with high visibility pavement markings 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 left turns
- Add curb extensions / sharpen turn radii to slow speed for right turns (as space permits)

High Visibility Crosswalk with Refuge



Curb Extension



Median Island



Bike Boxes



NW 82 Av: Introduction

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



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**

- *Raised Side Street Crossings*

Speed Humps

Raised Crosswalk with Rectangular Rapid Flashing Beacon (RRFB)

Roundabout

- *At neighborhood entrances and 4-way stops*

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 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

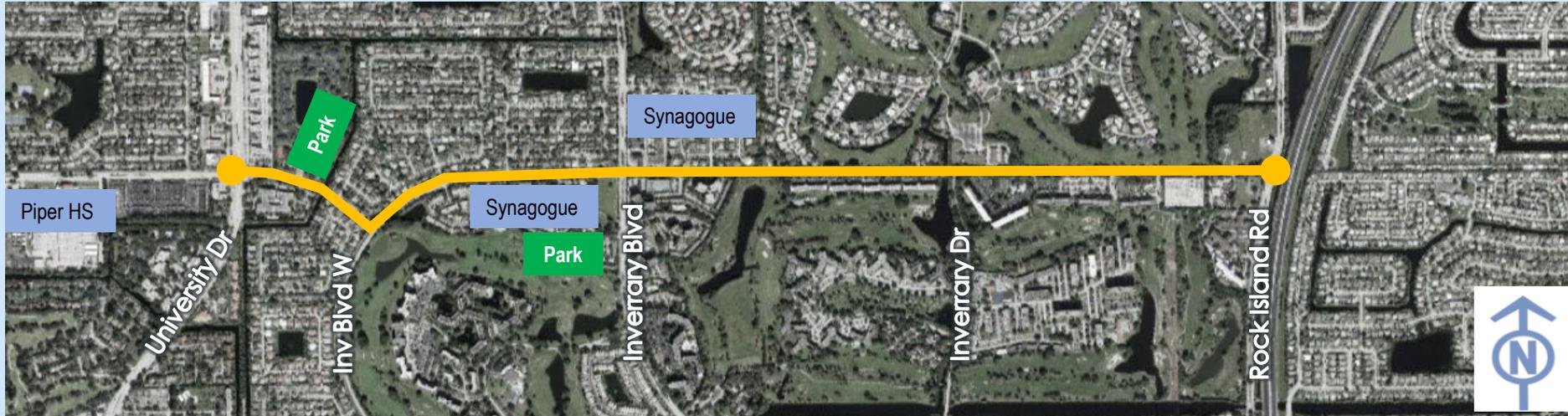
Corridor Wide Strategies

Narrow Side Street Curb Radii with Curb Extensions

- *Slows drivers*
- *Limits turning conflicts*

NW 44 St: Introduction

NW 44 St: 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)

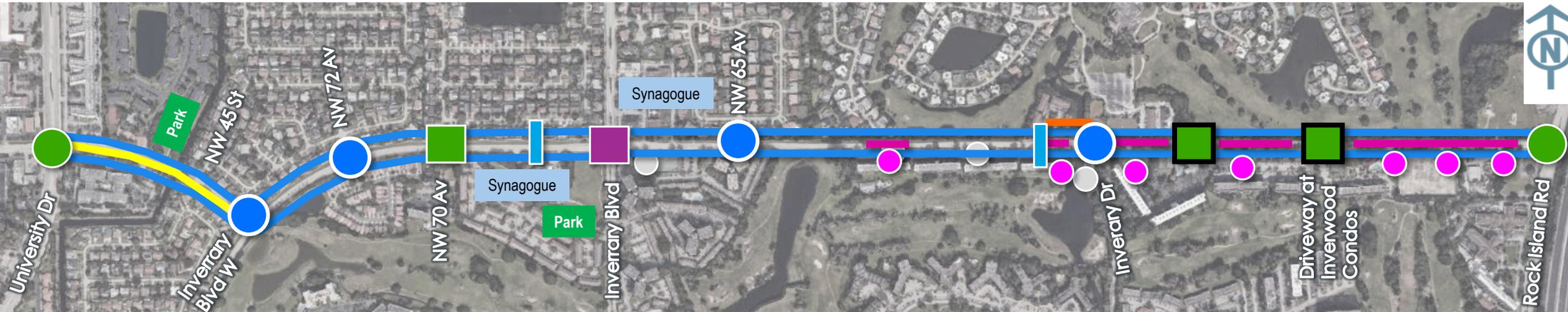


NW 44 St: Recommendations

Redesign NW 44 St to reduce vehicle speeds to 25 MPH

Existing Conditions

- Bus Stops
- ▭ Speed Hump



- Roundabout
- Intersection Improvements
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
- Raised Intersection
 - Can include RRFBs
- Supplemental Raised Intersection
 - Raised Crosswalk may be substituted
- Boundary Intersection Improvements

- Lane Repurposing
 - From University Dr to Inv Blvd W
 - Reduce from four to two-lanes
 - Space needed to accommodate bike path
- Protected or Raised Bike Path
 - Unless noted, may be accommodated with existing lane configuration
- Raised Crosswalk with RRFB

- Center Lane Median
 - Reduces left-turn density
- Convert to Right in / Right out
 - Co-located with new Center lane Median to reduce left-turn density
- New Sidewalk
 - At sidewalk gap location

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 44 St: Lane Repurposing of 4-Lane Segment

University Dr to Inverrary Blvd W



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:

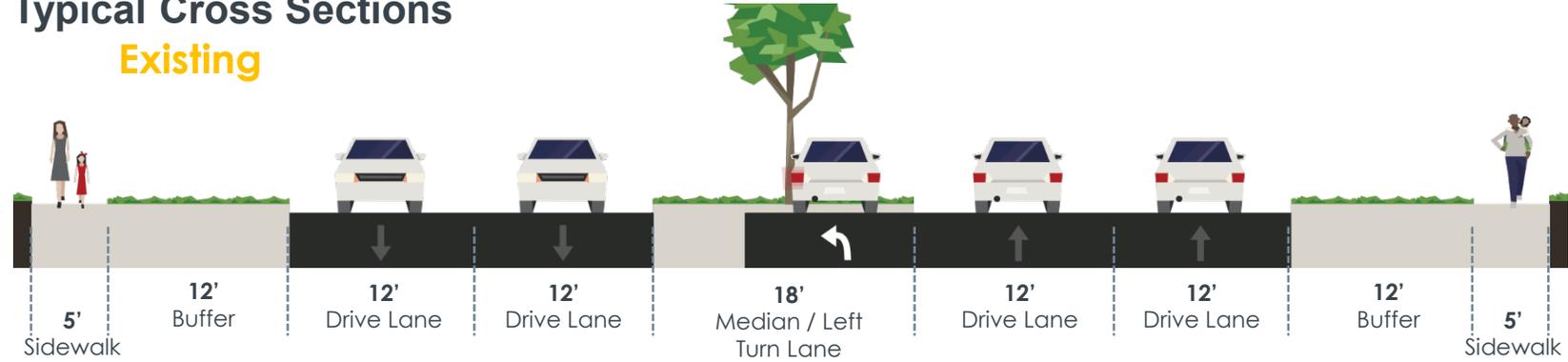
- Quick build to allow users to experience changes, build community support, provide missing bike facility in near term, and validate design (or identify design alternations)

Long term condition

- One lane in each direction repurposed to provide wider sidewalks and high-quality bike facilities and landscape opportunities
- Existing median narrowed
- Ensure fire / emergency access
- Additional traffic calming treatments such as roundabouts, raised intersections, and raised crossings can be included

Typical Cross Sections

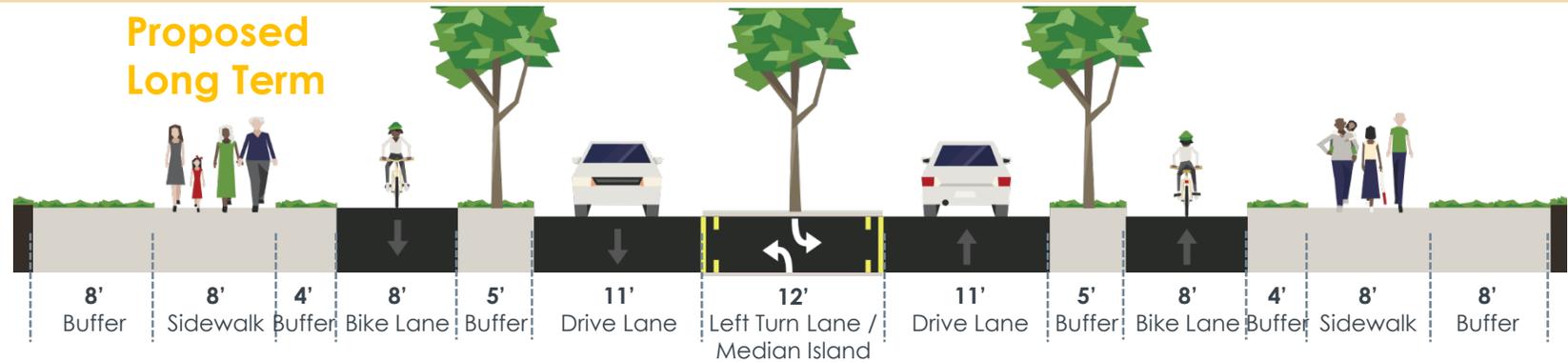
Existing



Quick Build Near Term



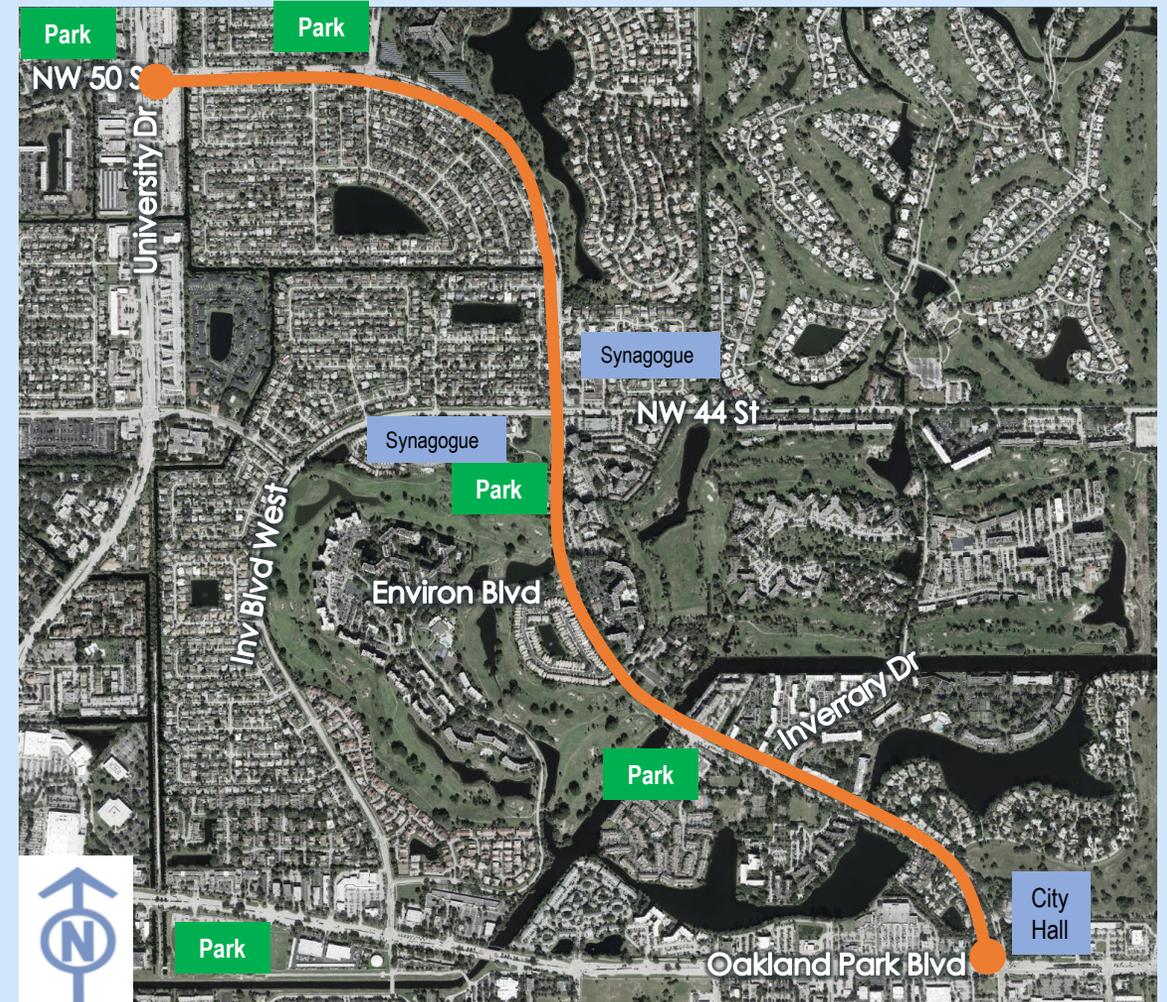
Proposed Long Term



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

Redesign Inverrary Blvd to reduce vehicle speeds to 25 MPH

- █ Lane Repurposing
 - Reduce from four to two-lanes
 - Required to construct missing sidewalks, widen sidewalks, and construct protected or raised bike lanes
 - Required to implement Roundabouts
 - See detailed slide
- █ Protected or Raised Bike Path
 - Requires Lane Repurposing
 - Alternative is widening sidewalk (where existing) to shared use path
- █ Raised Crosswalk with RRFB or Signal
- █ Center Lane Median
 - Reduces left-turn density
 - Identified for roadway between University Dr and NW 72 Av
- Convert to Right in / Right out
- ✖ Eliminate Bus Stop
- Roundabout
 - Requires Lane Repurposing
 - Includes raised crosswalks
- Supplemental Roundabout locations
- █ Peanut Roundabout
 - Elongated roundabout
 - Includes raised crosswalks
- █ Intersection Improvements
 - Bike Protected Intersection
 - Median refuge islands
 - Leading pedestrian intervals
- █ Raised Intersection
 - Can include RRFBs or Pedestrian Signal
- █ Supplemental Raised Intersection
 - Raised Crosswalk may be substituted
- Boundary Intersection Improvements
 - Alternative options on detailed slide

Corridor Wide Strategies

Paint Conflict Markings at Intersections and Driveways

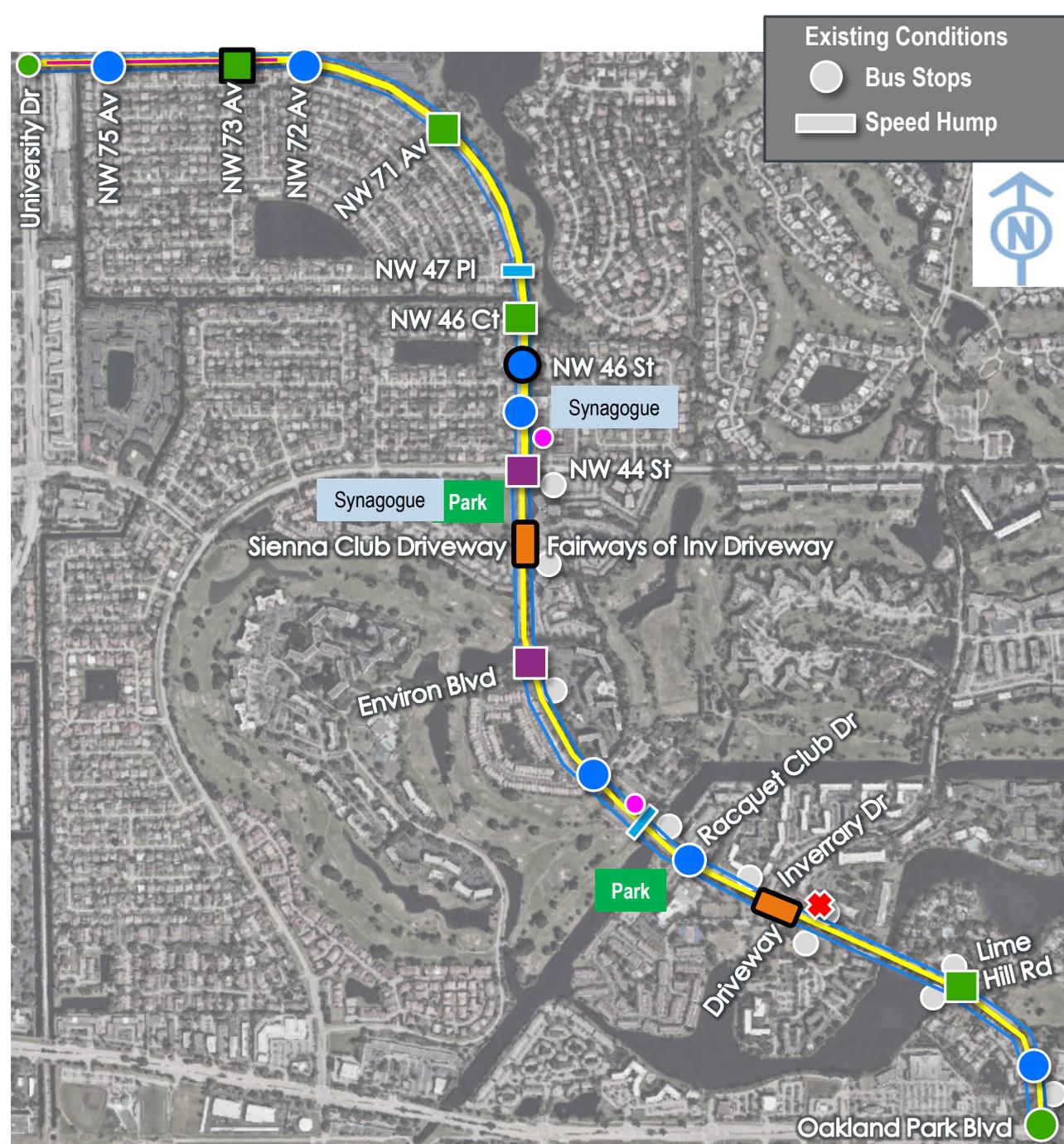
- Limits turning conflicts
- Alerts people biking and driving to potential for conflict

Narrow Side Street Curb Radii with Curb Extensions

- Slows drivers
- Limits turning conflicts

Evaluate Lighting

- Address nighttime visibility and increase comfort people walking and biking



Inverrary Blvd: Lane Repurposing



Recommendations

- Redesign to better match context and set design speed to 25 MPH
- Lane Repurposing can be constructed separately north of NW 44 St (from south of NW 44 St)

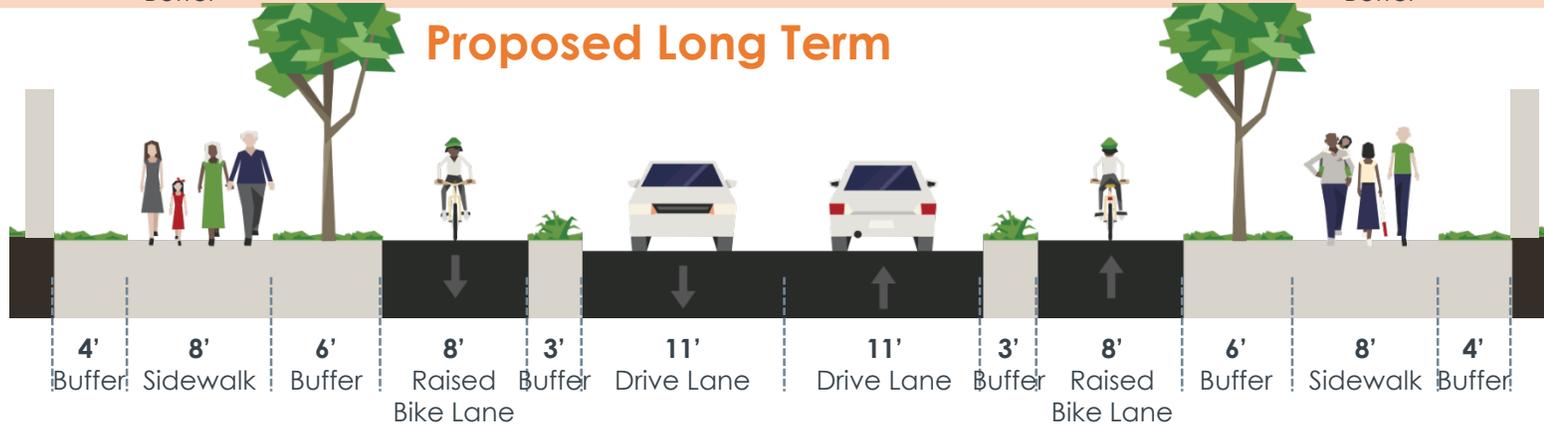
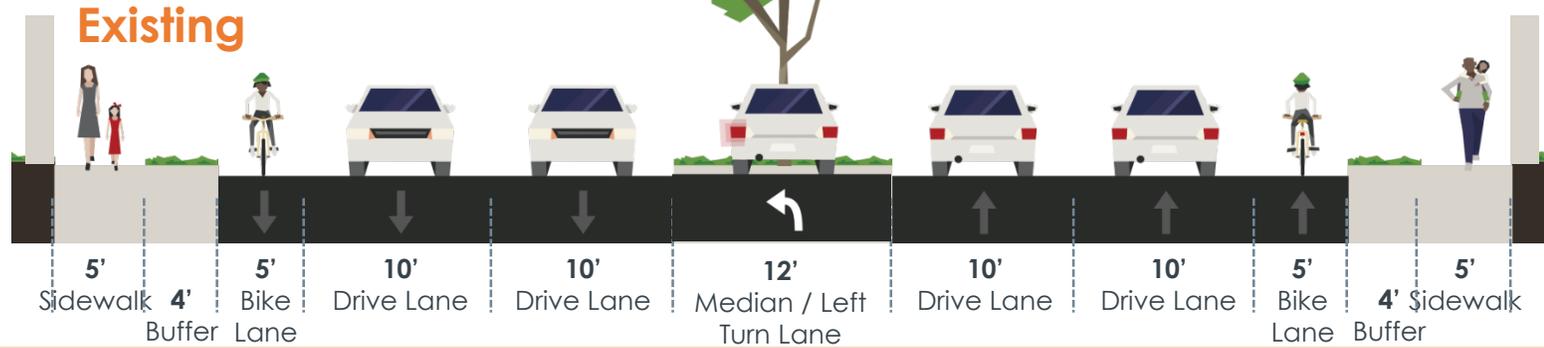
Near term condition:

- Quick build to allow users to experience changes, build community support, provide missing bike facility in near term, and validate design (or identify design alternations)

Long term condition

- One lane in each direction repurposed to separate sidewalk from barrier wall, add in missing sidewalk segments, provide wider sidewalks and high-quality bike facilities and landscape opportunities
- Existing median eliminated
- Ensure fire / emergency access

Typical Cross Sections



NW 56 Av: Introduction

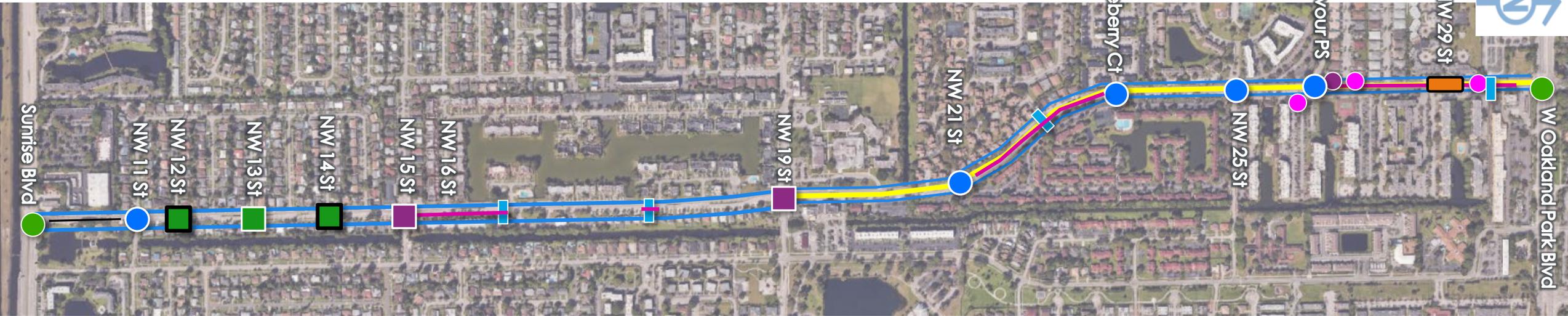
NW 56 Av: Oakland Park Blvd to Sunrise Blvd

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

Redesign NW 56 St to reduce vehicle speeds to 25 MPH



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

Protected or Raised Bike Path

- North of NW 19 St, requires lane repurposing

Raised Crosswalk with RRFB

- Co-located with center lane median, to provide pedestrian refuge

Center Lane Median

Roundabout

- May be feasible with existing lane configuration, with tapering to single lane prior to roundabout

Peanut Roundabout

Intersection Improvements

- Curb extensions with turn lane removals
- Bike boxes
- Add median noses and hardened centerlines

Raised Intersection

- Can include RRFBs

Supplemental Raised Intersection

- Raised Crosswalk may be substituted

Convert to Right in / Right out

Hardened Centerline

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

Move Bus stop

- Utilize right turn lane for Endeavor PS as BCT Bus pull out

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

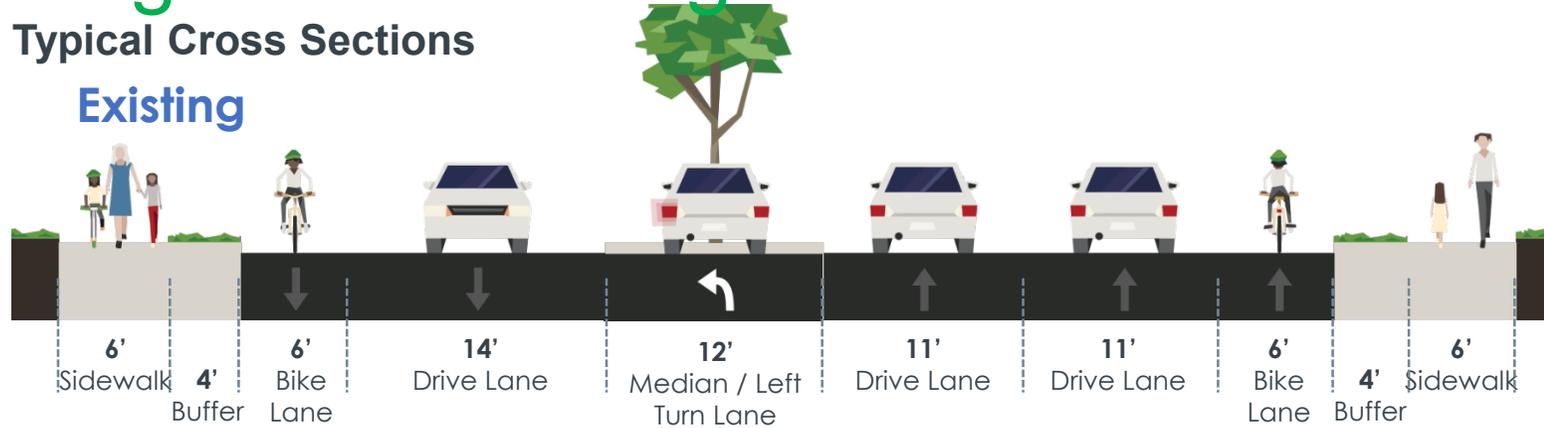
NW 56 Av: Lane Repurposing of 3-Lane Segment

350 ft south of Oakland Park Blvd to NW 19 St

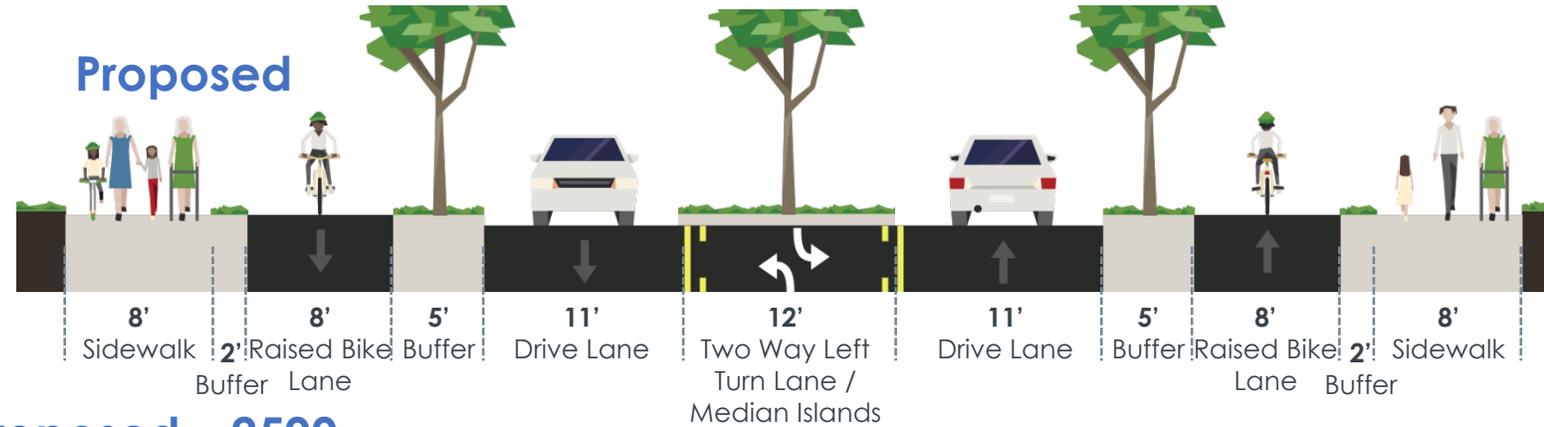


Typical Cross Sections

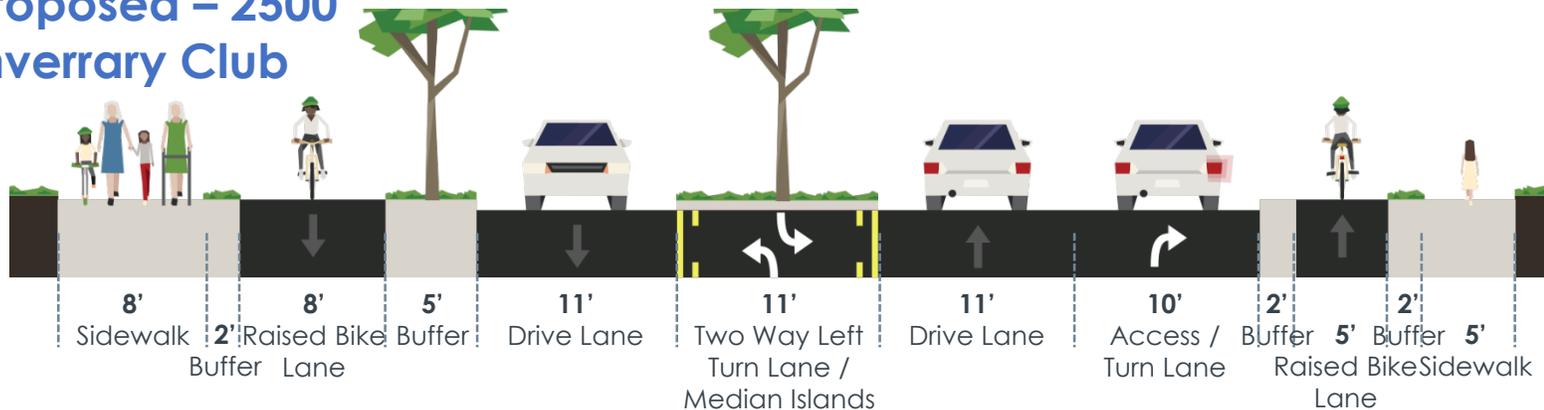
Existing



Proposed



Proposed – 2500 Inverrary Club



Recommendations

- Redesign to better match context and set design speed to 25 MPH
- Lane Repurposing can be constructed separately north of NW 44 St (from south of NW 44 St)

Near term condition:

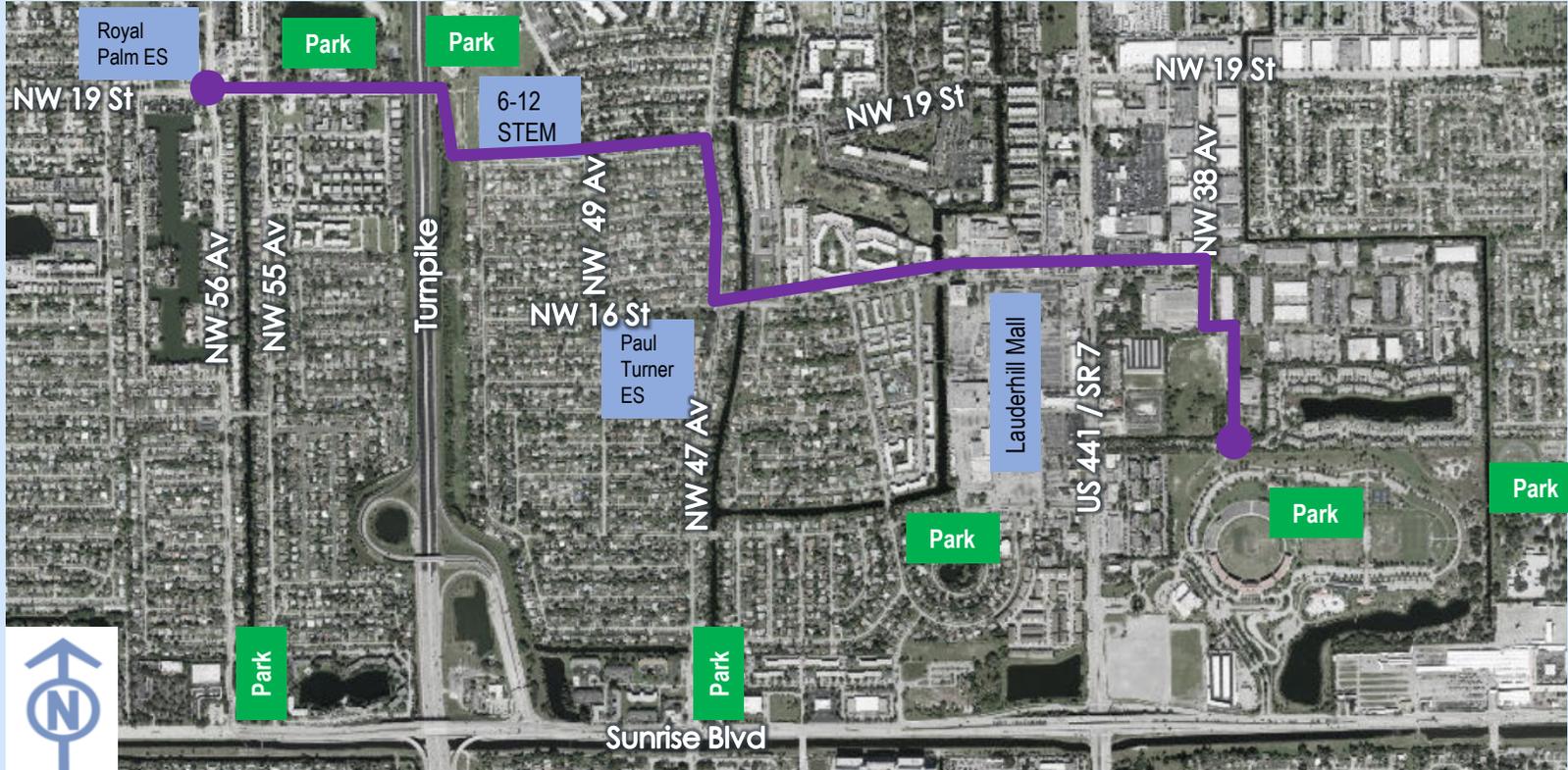
- No Quick Build Option

Long term condition

- One NB lane repurposed and SB lane narrowed to provide wider sidewalks and high-quality bike facilities and landscape opportunities
- Ensure fire / emergency access
- Right turn lane required at entrance gate for 2500 Inverrary Club

NW 19 St to Central Broward Park: Introduction

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)

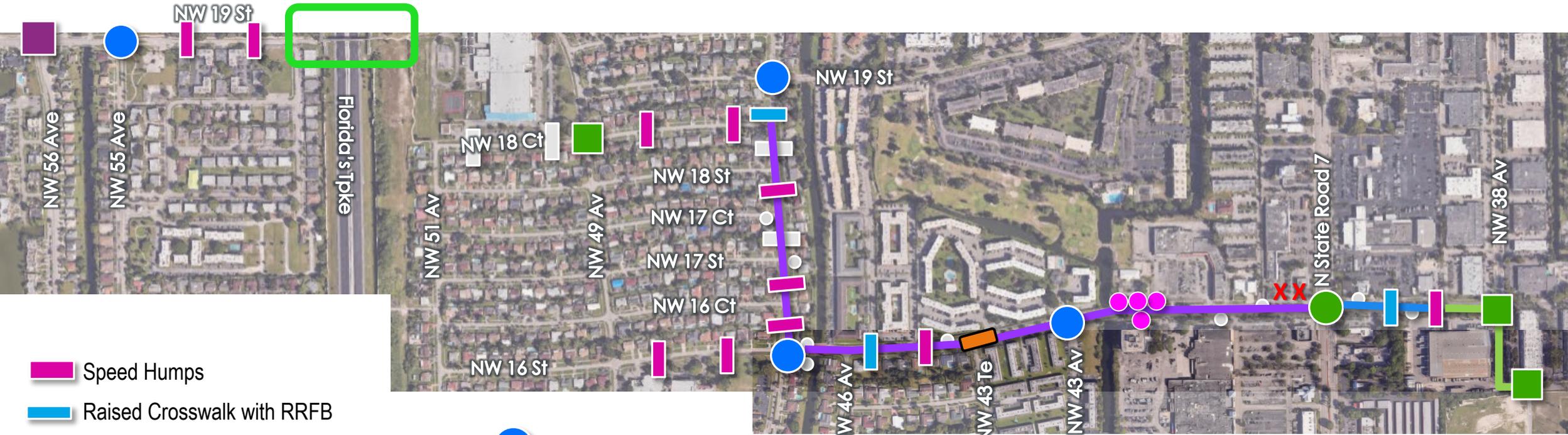


NW 19 St to Central Broward Park: Recommendations

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

Existing Conditions

- Bus Stops
- ▭ Speed Hump



- ▭ Speed Humps
- ▭ Raised Crosswalk with RRFB
- ▬ Striped Bike Lanes
 - Designated space separates bicyclists from the way of transit buses
- ▬ Protected or Raised Bike Path
 - East of US441, separates bicyclists from commercial and industrial vehicles
- ▬ Add Sharrows & Wayfinding
- Convert to Right in / Right out
- ✗ Remove Access Point

- Roundabout
 - Replace 4-way stop intersections and neighborhood entry
- ▭ Peanut Roundabout
- ▭ Intersection Improvements
 - Curb extensions with turn lane removals
 - Bike boxes
 - Add median noses and hardened centerlines
- ▭ Raised Intersection
 - Can include RRFBs

- ▭ Improvements to Pedestrian Bridge
 - Alternative options on detailed slide
- 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

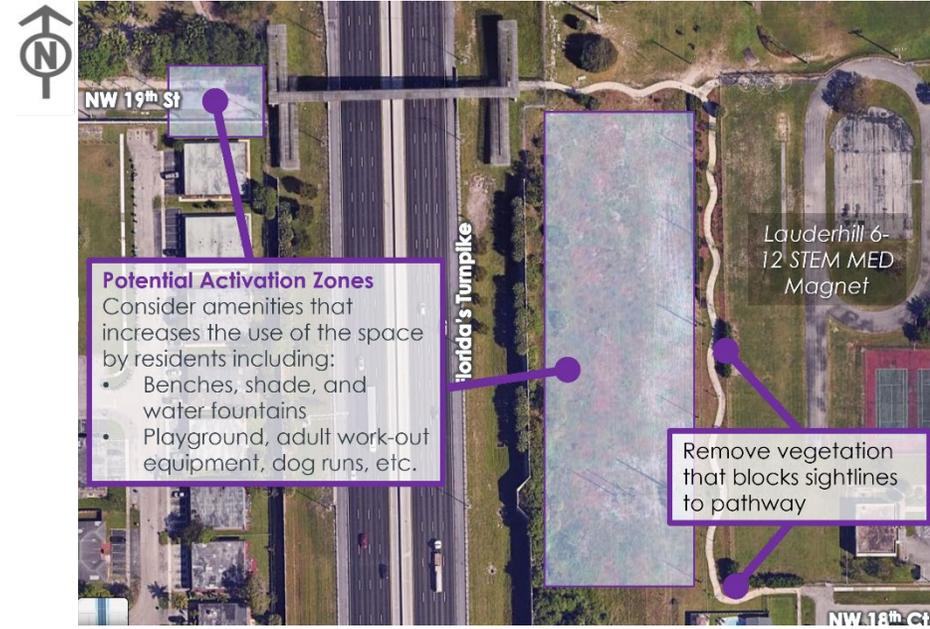
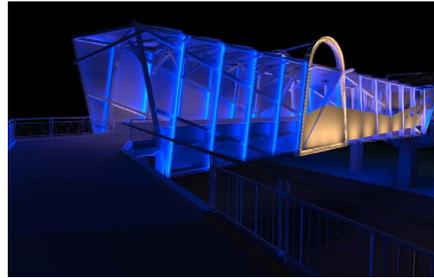
Integrate Art on Soundwall and Bridge

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

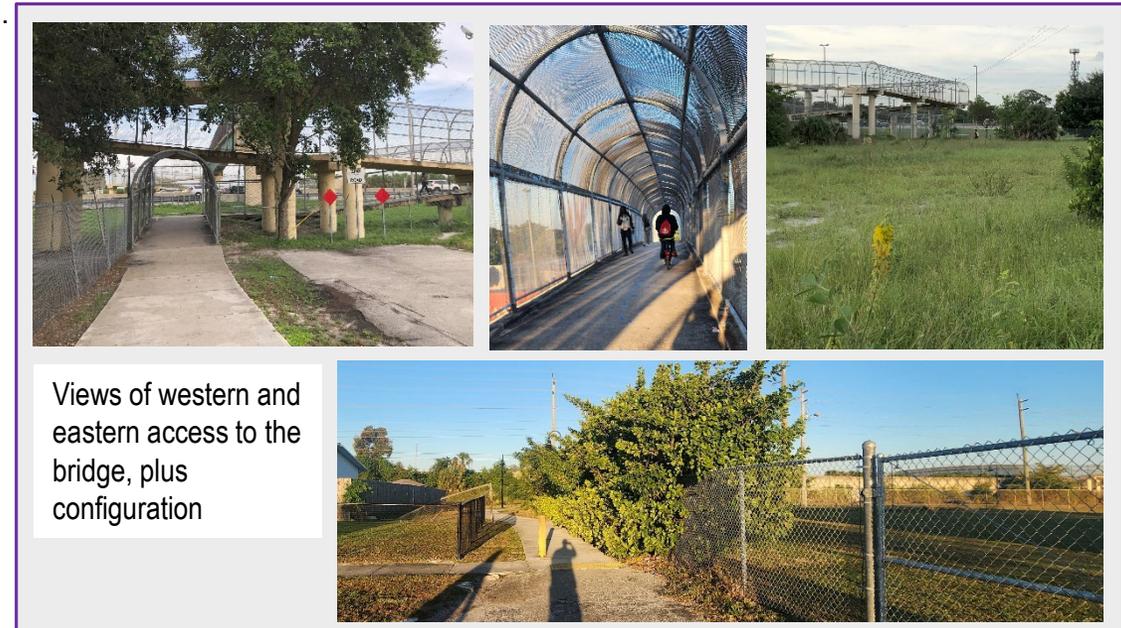
Consider novel lighting solutions at the bridge that increases regional pride and make it a place and feels safe to walk at night.



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



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)

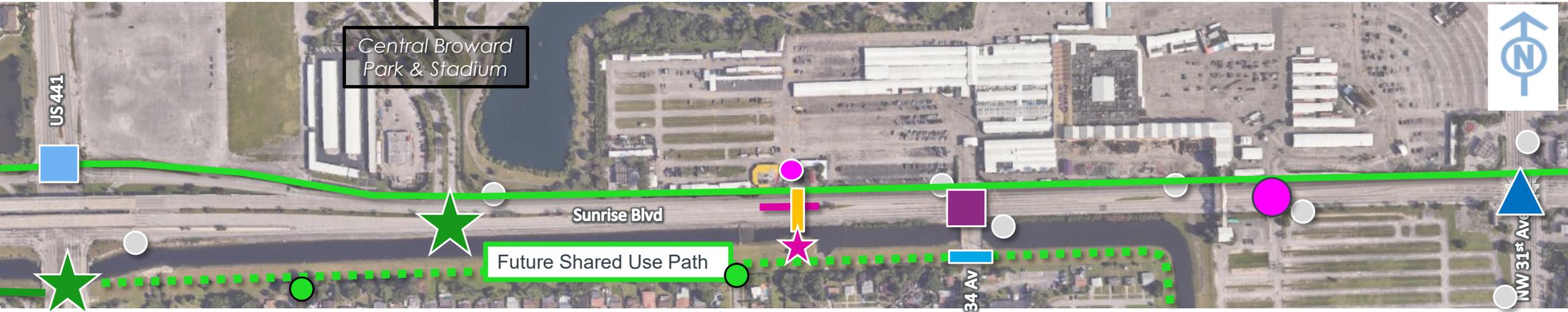


Sunrise Blvd: Recommendations

Redesign roadway to move people, not just cars

Existing Conditions

- Bus Stops
- ▬ Speed Hump



- Evaluate installing a signal**
 - Either full signalization, pedestrian crossing, or Restricted Crossing U-turn (RCUT)
- ▬ Intersection Improvements**
 - Add protected intersection with refuge islands
 - Ensure future Shared-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
 - Location may be suitable for Restricted Crossing U-turn (RCUT) facility
 - To be collocated with Center Lane Median
- ▬ Add 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
- BSAP Project (by others)**
 - Intersection at NW 31 Av is included in the BSAP project

- ★ New Pedestrian Bridges**
 - Bridge #1 - East-west connection for Shared Use Path along Sunrise Blvd canal
 - Bridge # 2 – North / South connection from Future Shared Use Path to Central Broward Park
- Add Shared Use Path Access Point**
 - Provide access from neighborhood
- ▬ Construct Shared Use Path on north side of roadway**
 - High Visibility Pavement Conflict Markings
- ▬ New Raised Crosswalk with RRFB**
 - For Future Shared Use Path

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

Plan Study Area Additional Slides

- About the Corridor
- Summary of Findings
- 5-Year Injury Crash Maps

NW 82 Av

About the Corridor

Commercial/Retail or Services
Accessible or Near NW 82nd Ave



Piper High School



Westwind Park



Photo by Catherine B

Residential Connector

- Connects community to Westwind Park and Piper High School on NW 44th Street
- Gives the community access to bus stops, and commercial uses and services along Commercial Blvd to the north and NW 44th St to the south



NW 82 Av

Summary of Findings

Traffic Control

-  Signal With Crosswalks
-  All-way Stop With Crosswalks
-  All-way Stop Without Crosswalks

Bus Stops

-  Not within 250' of Traffic Controlled Crossing
-  Driveways & back out parking onto NW 82nd Ave

Speed Hump

-  Distances between Marked Crossings



No marked crossing into Westwind Park
 Fatal crash at intersection, turning left from NW 82nd Ave at dusk

Long distances between traffic-controlled crossings and only one marked crosswalk along the entire segment

-  Intersection challenges:
 - Missing tactile warning surfaces
 - Non-standard ramp design

80' wide driveway
 No crossing to northern bus stop on Commercial Blvd

Other General Issues

Serious injury pedestrian crashes on connecting roads including Commercial Blvd and NW 54th St

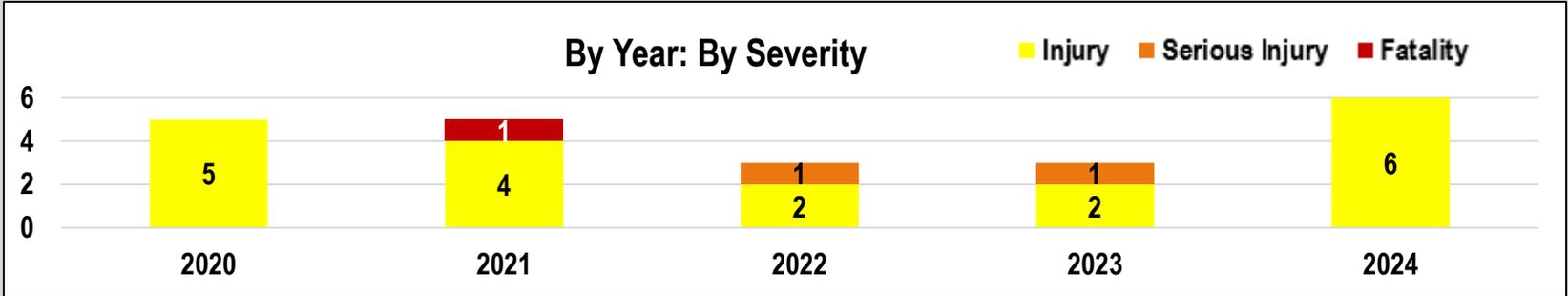
Sidewalks are narrow through the corridor (~3ft) and there are no bike facilities

Large turning radii entering residential streets can encourage fast turning speeds

NW 82 Av

Injury Crashes (2020-2024)

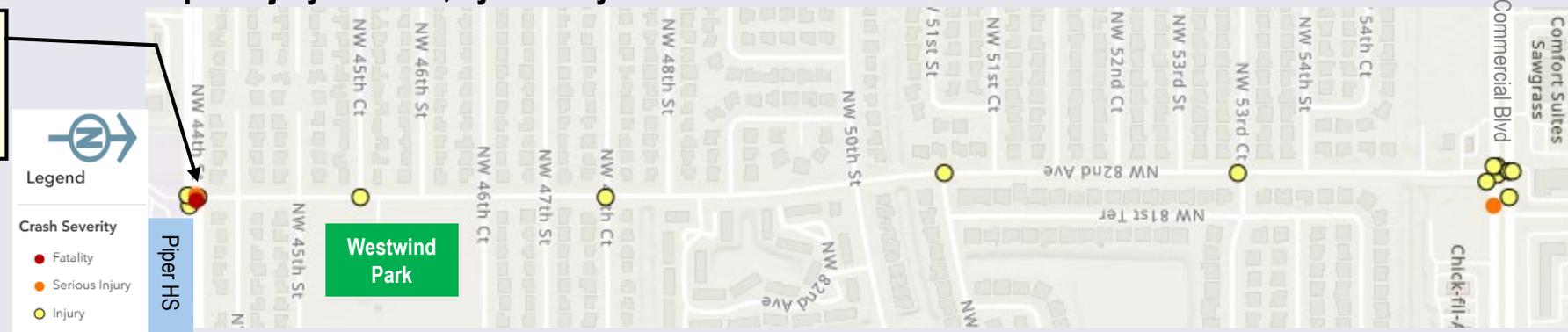
38 Crashes (Injury + KSI)



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)

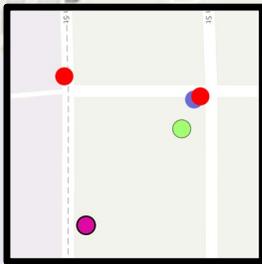
NW 82 Av

Injury Crashes (2020-2024)

38 Crashes (Injury + KSI)

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

- Legend**
- Pedestrian
 - Bicycle
 - Rear End
 - Left Turn
 - Angle
 - Sideswipe
 - Off Road
 - Head On
 - Right Turn
 - Single Vehicle
 - Rollover

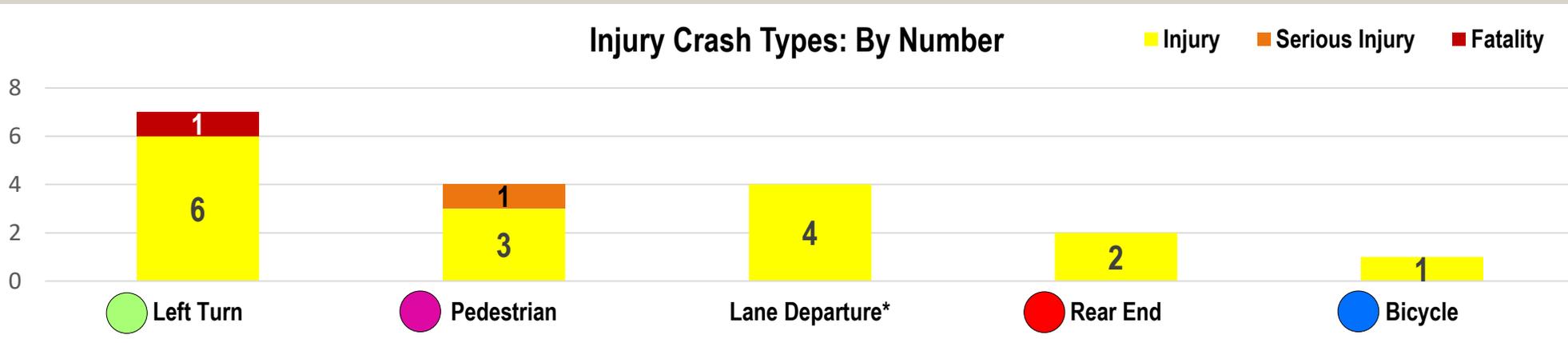


Intersection @ NW 44 St
 • 2 KSI: Left Turn and Right Turn



Arterial Intersection @ Commercial Blvd
 • 1 KSI: Pedestrian

Injury Crash Types: By Number



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

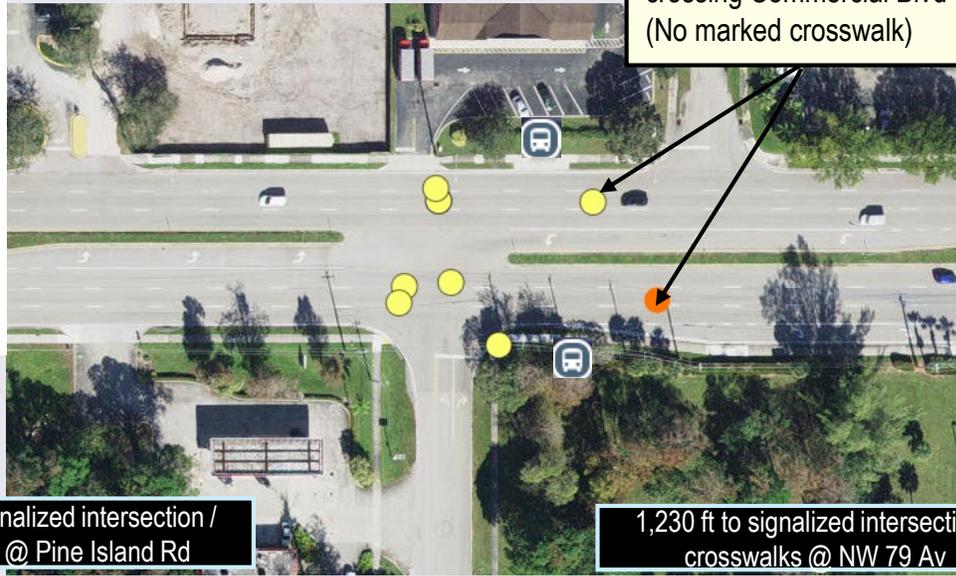
NW 82 Av @ Commercial Blvd

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

30% of Injury Crashes occurred at Night

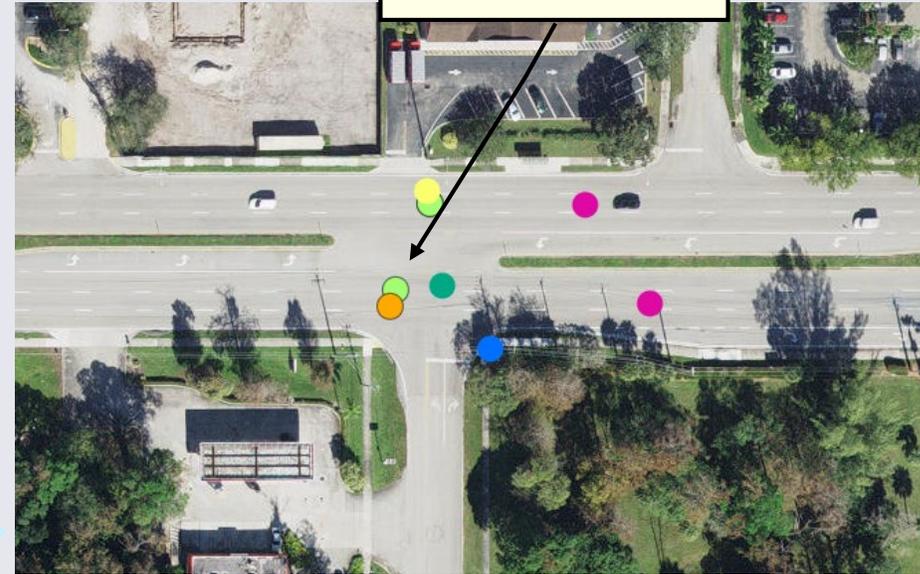
Injury Crashes, by Severity

9pm & 10pm:
Pedestrians struck while crossing Commercial Blvd (No marked crosswalk)

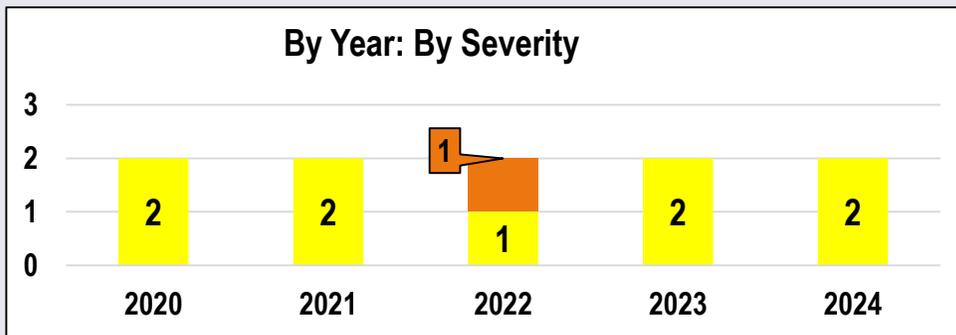


Injury Crashes, by Crash Type

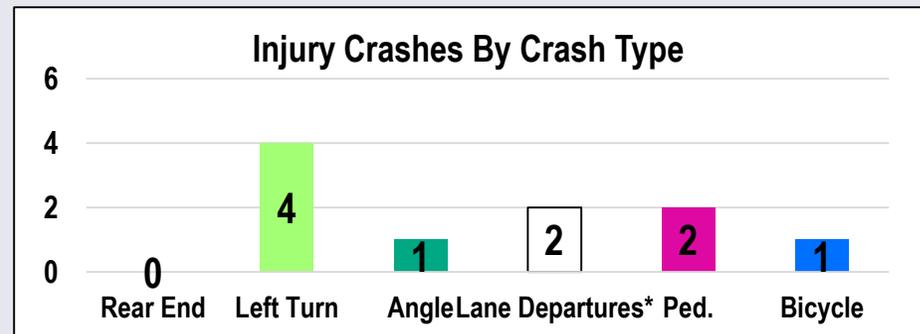
LT Crash Cluster: 4 WB to SB LT crashes (struck EB vehicles)



By Year: By Severity



Injury Crashes By Crash Type



NW 44 St

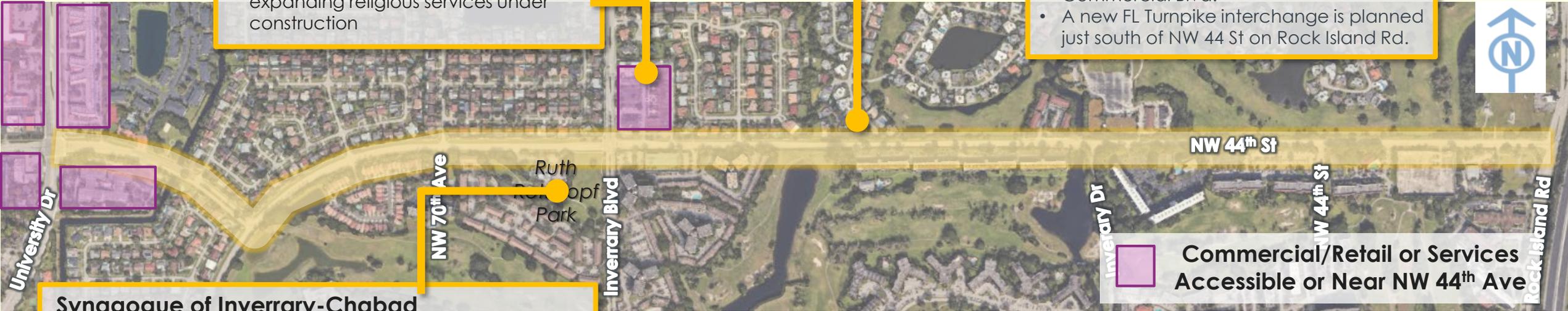
About the Corridor

Commercial Center

- Grocery, banks, and other services including the Moshiah 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

Commercial/Retail or Services Accessible or Near NW 44th Ave



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

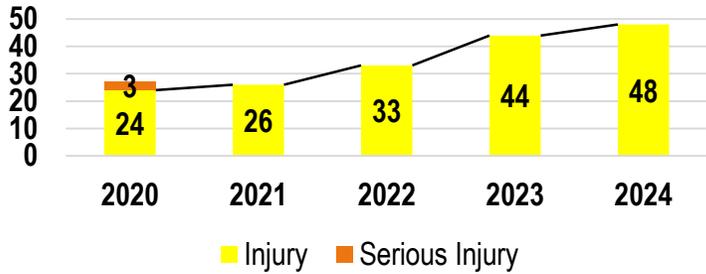
Large turning radii entering residential streets can encourage fast turning speeds

NW 44 St

Injury Crashes (2020-2024)

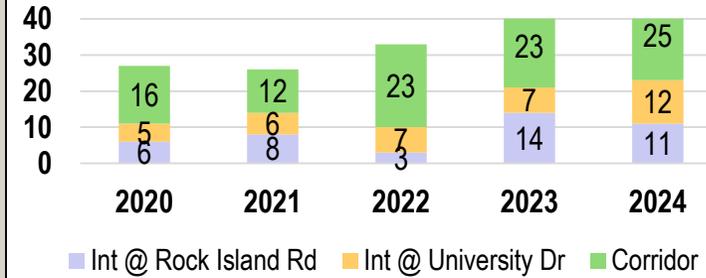
178 Crashes (Injury + KSI)

By Year: By Severity



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

By Year: By Roadway Location



This table breaks down the annual crash numbers for two arterial 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.

Map of Injury Crashes, by Severity



Map of Injury Crashes involving Pedestrians or Bicyclists, by Severity



NW 44 St

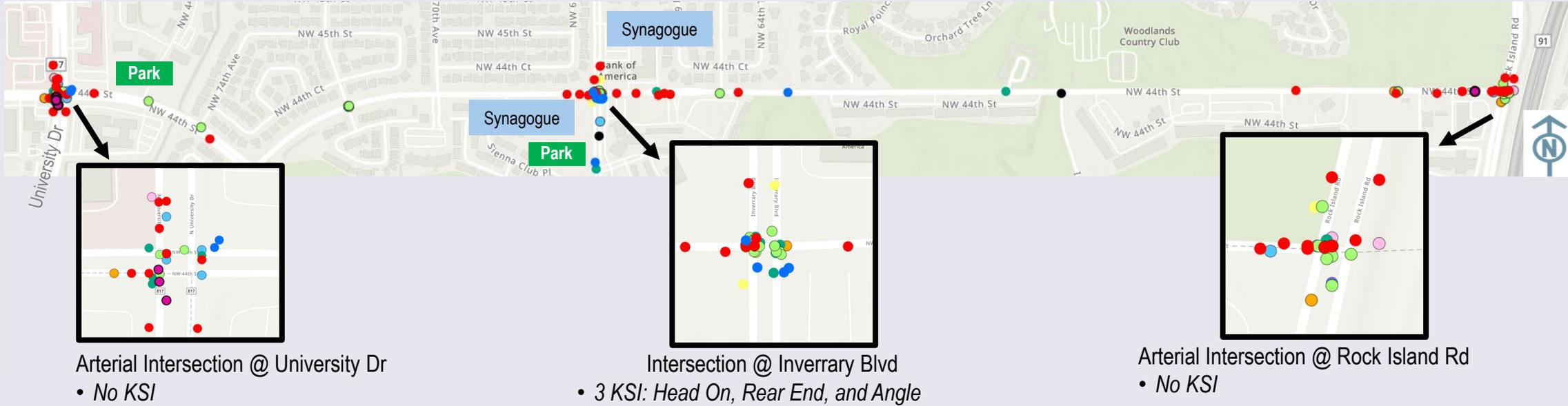
Injury Crashes (2020-2024)

178 Crashes (Injury + KSI)

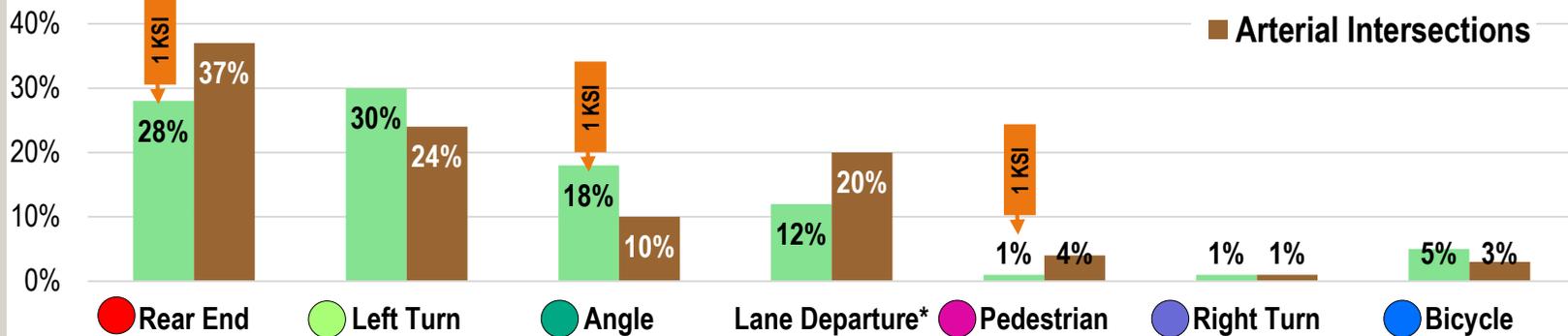
Legend

- 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)



Injury Crashes by Crash Type – Corridor vs Arterial Intersections



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 @ University Dr

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

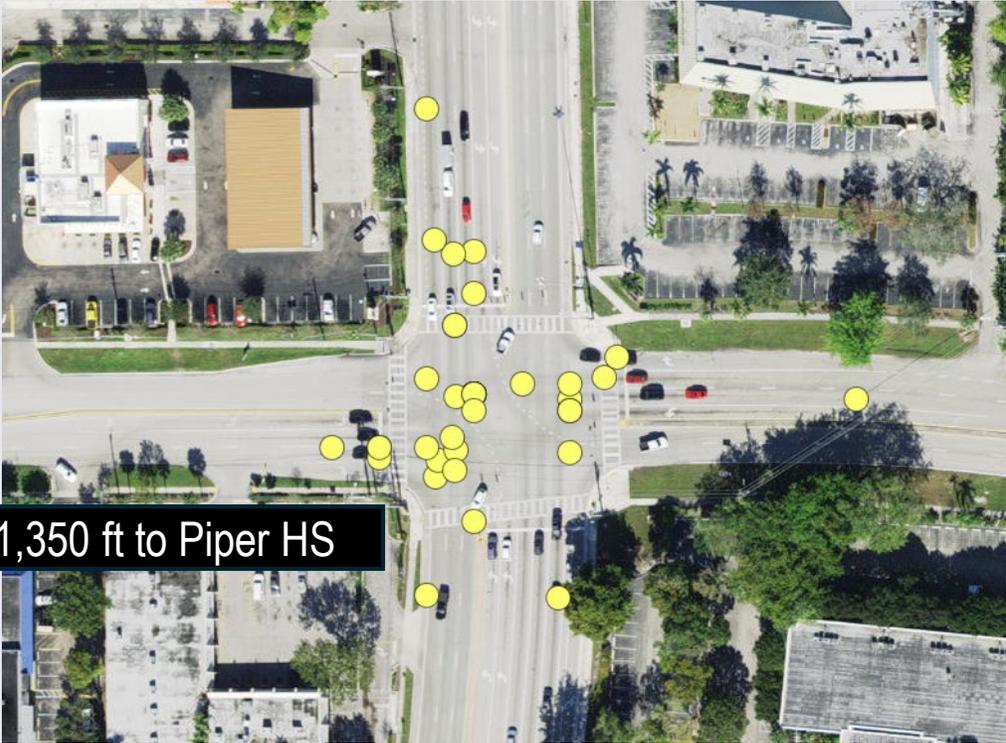
 32% of Injury Crashes occurred at Night

Injury Crashes, by Severity

Legend 

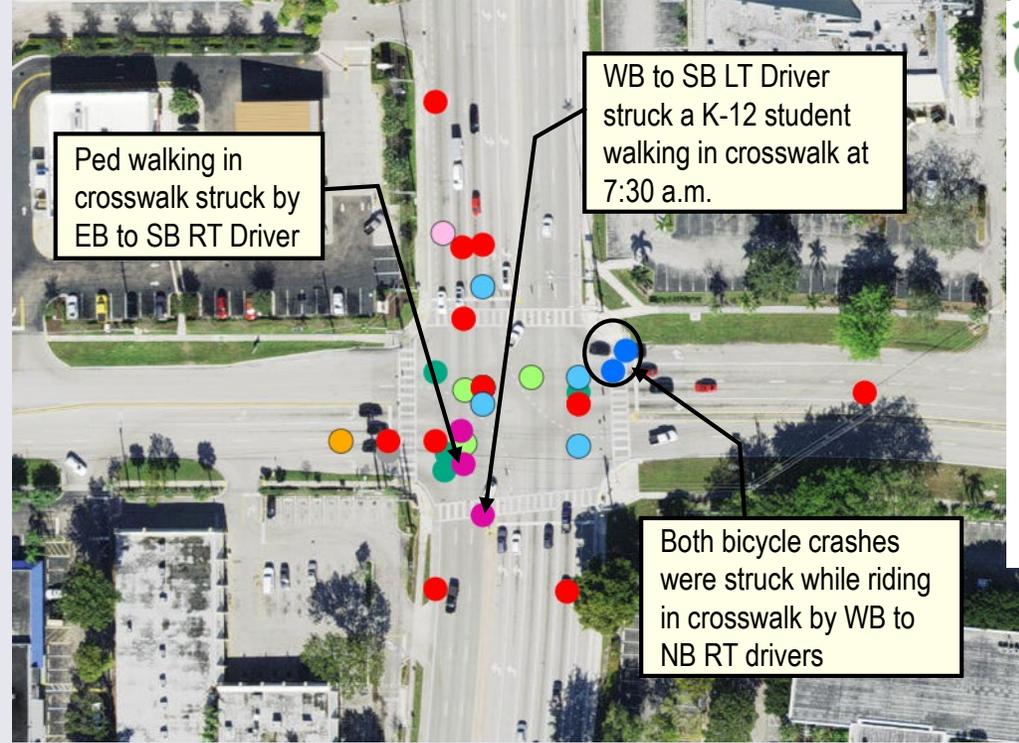
Crash Severity

- Fatality
- Serious Injury
- Injury



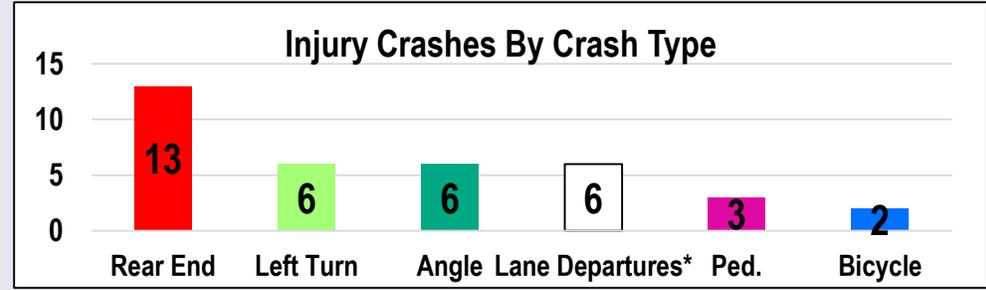
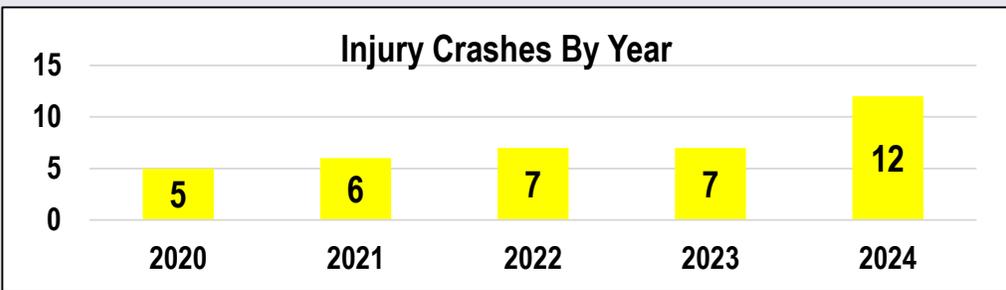
← 1,350 ft to Piper HS

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



Legend 

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover



NW 44 St @ Rock Island Rd

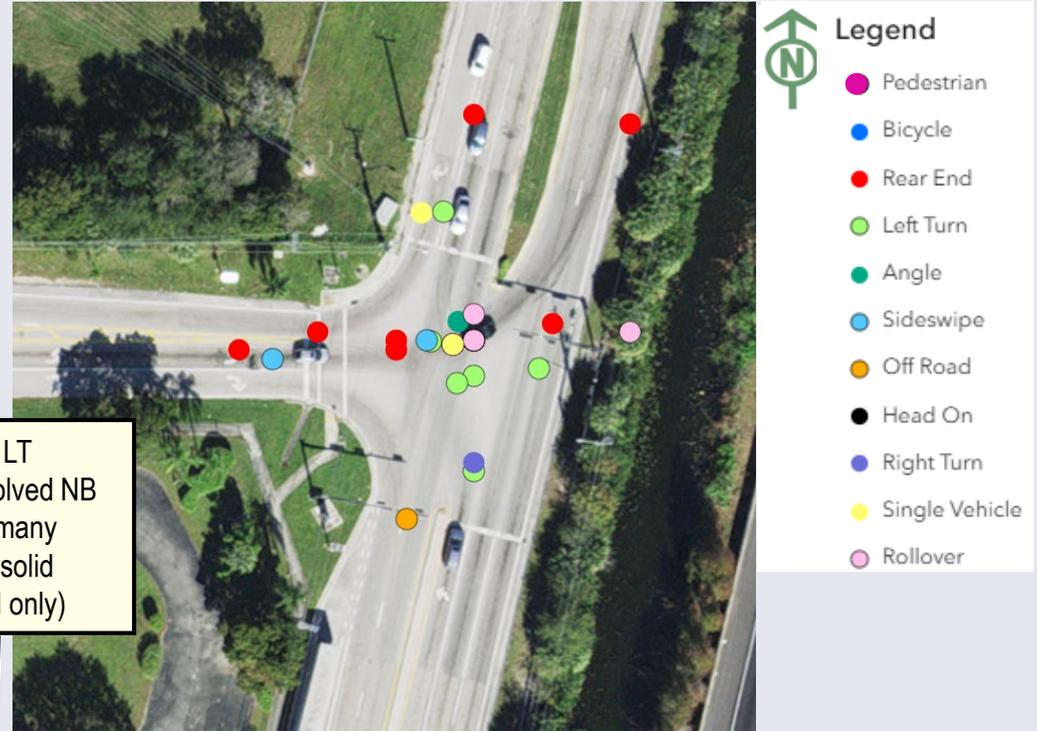
42 Injury Crashes (2020-2024) within 150 ft of intersection

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

Injury Crashes, by Severity

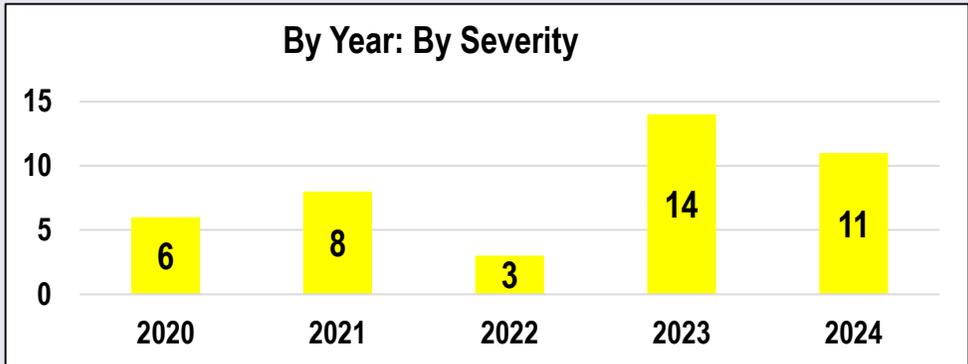


Injury Crashes, by Crash Type (excluding Unknown or Other)

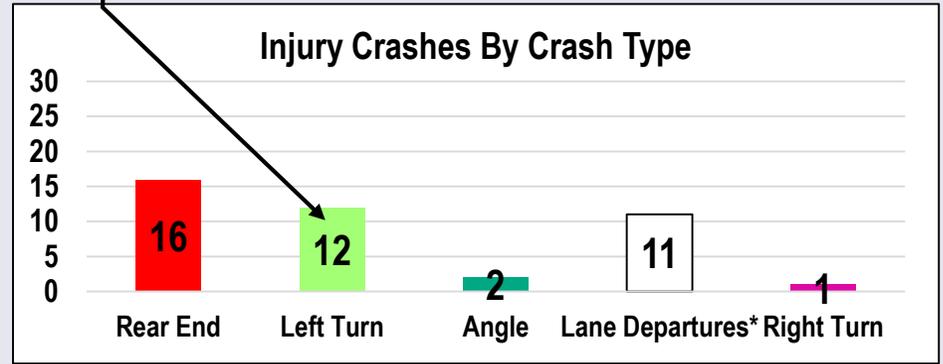


11 of the 12 LT crashes involved NB to WB LTs (many crossing on solid green / yield only)

By Year: By Severity



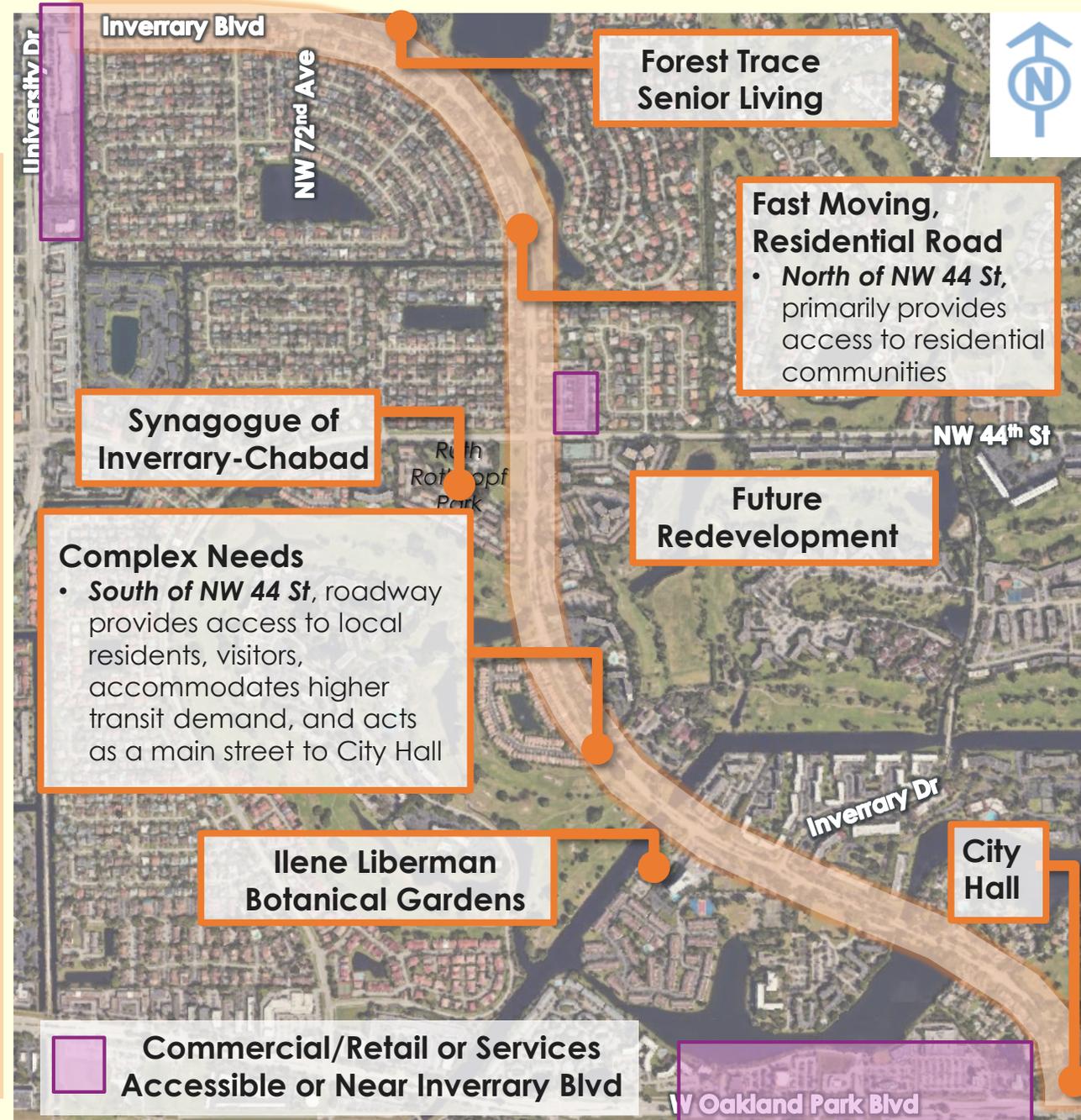
Injury Crashes By Crash Type



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

Inverrary Blvd

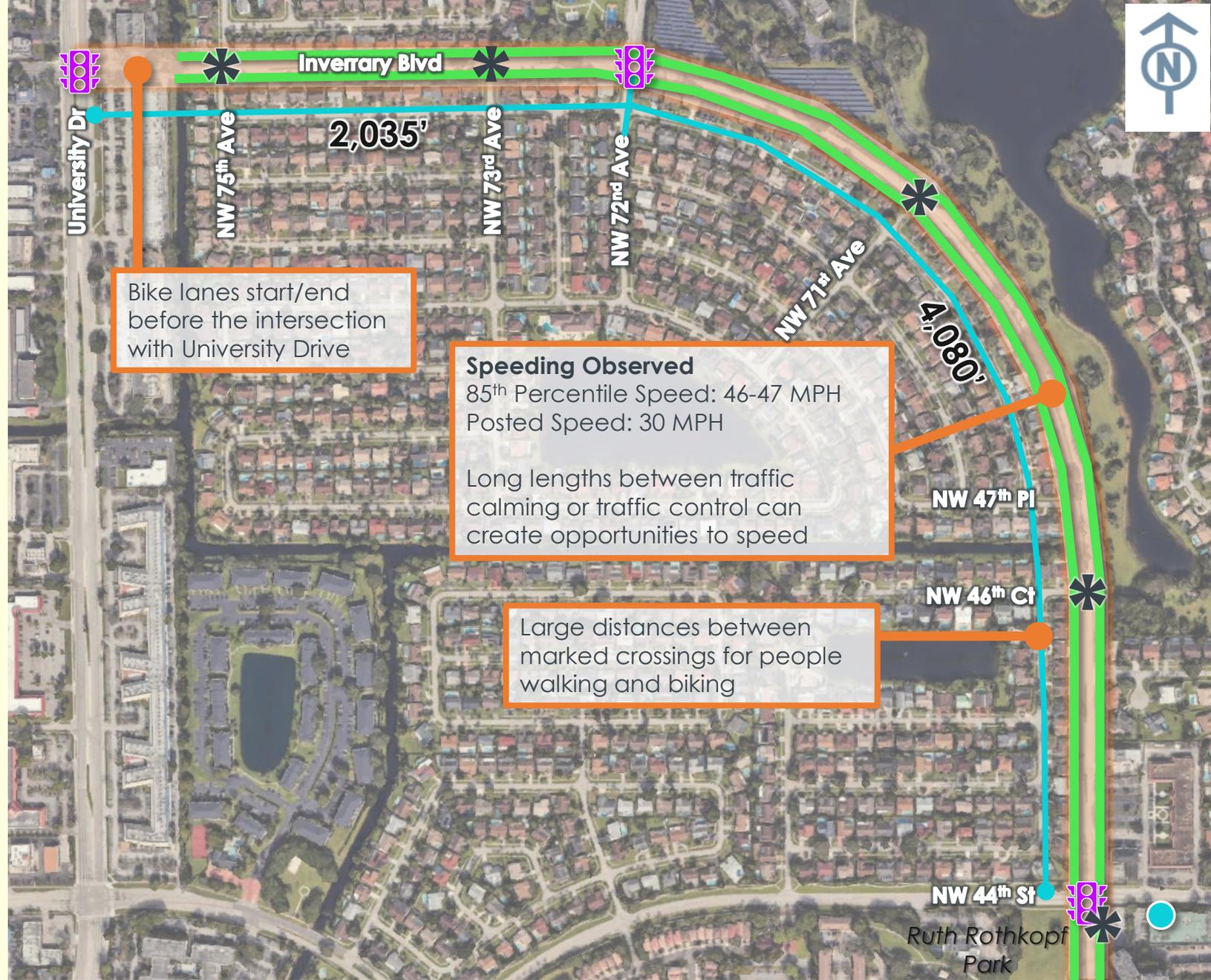
About the Corridor



Inverrary Blvd North of NW 44 St

Summary of Key Findings

-  Bike Lane
-  Signal With Crosswalks
-  Bus Stops Not within 250' of Traffic Controlled Crossing
-  Challenging pedestrian intersections or side streets that lack tactile warnings, non-directional ramps, or have an otherwise non-standard ramp design.
-  Distances between Marked Crossings



Bike lanes start/end before the intersection with University Drive

Speeding Observed
 85th Percentile Speed: 46-47 MPH
 Posted Speed: 30 MPH
 Long lengths between traffic calming or traffic control can create opportunities to speed

Large distances between marked crossings for people walking and biking

Other General Issues

Bike lanes width varies across corridor—and, in some parts—as narrow as 3 feet. Bike lanes may not be comfortable to most riders given roadway conditions.



Most side-street intersections permit uncontrolled left-hand turns.



Sidewalks are narrow through the corridor (~3ft).

Large turning radii entering residential streets can encourage fast turning speeds



Inverrary Blvd South of NW 44 St

Summary of Key Findings

Signals

 With Crosswalks

 Without Crosswalk Across Corridor

 Midblock Pedestrian & Golf Cart Signal

 Distances between Marked Crossings

Bus Stops

 Not within 250' of Traffic Controlled Crossing

 Within 250' of Traffic Controlled Crossing

 No sidewalk

 Bike Lane

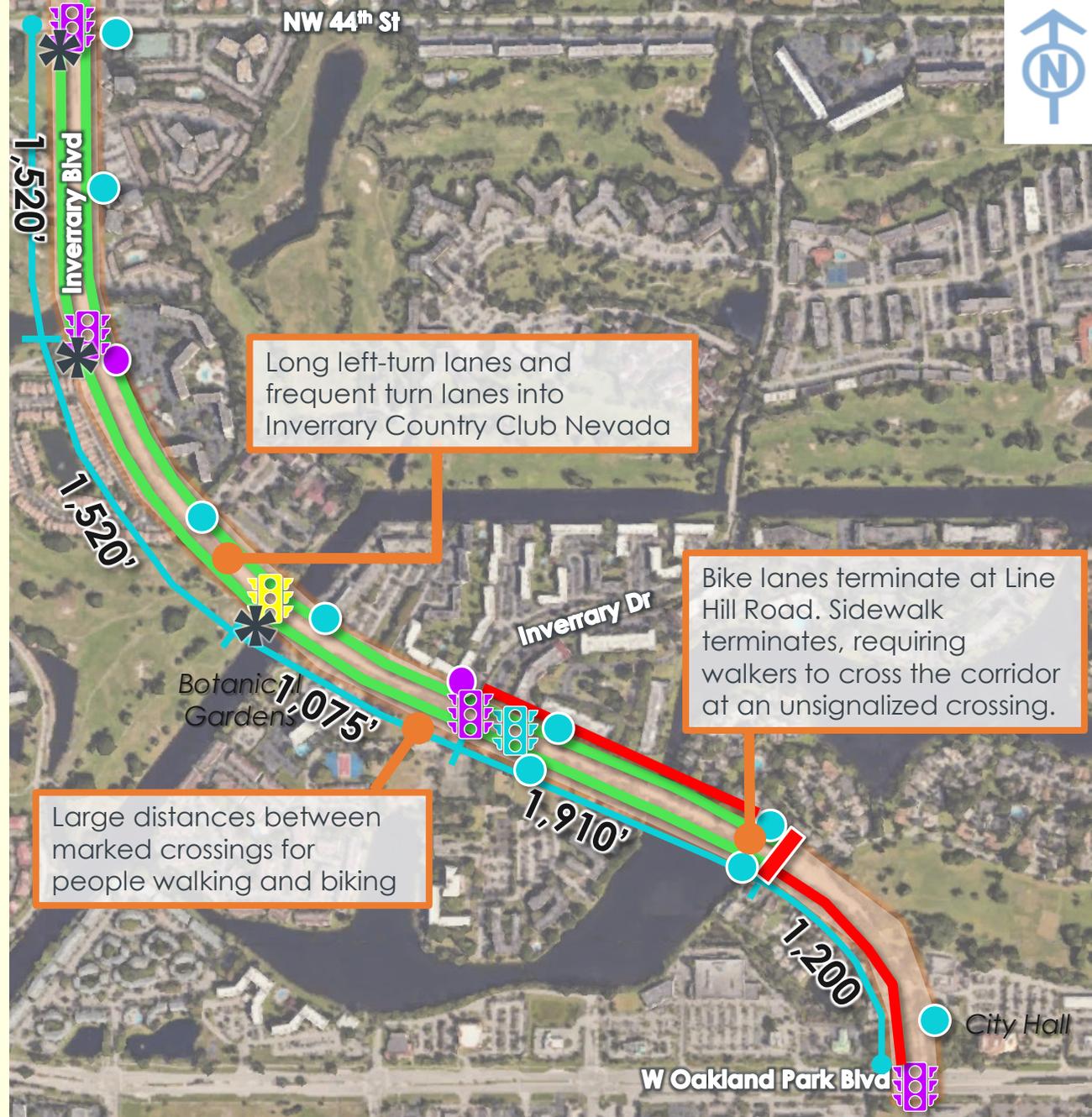
 Unsignalized Crossing

 Challenging pedestrian intersections that lacks tactile warnings, non-directional ramps, or have an otherwise non-standard ramp design.

Other General Issues

Large turning radii entering residential streets can encourage fast turning speeds

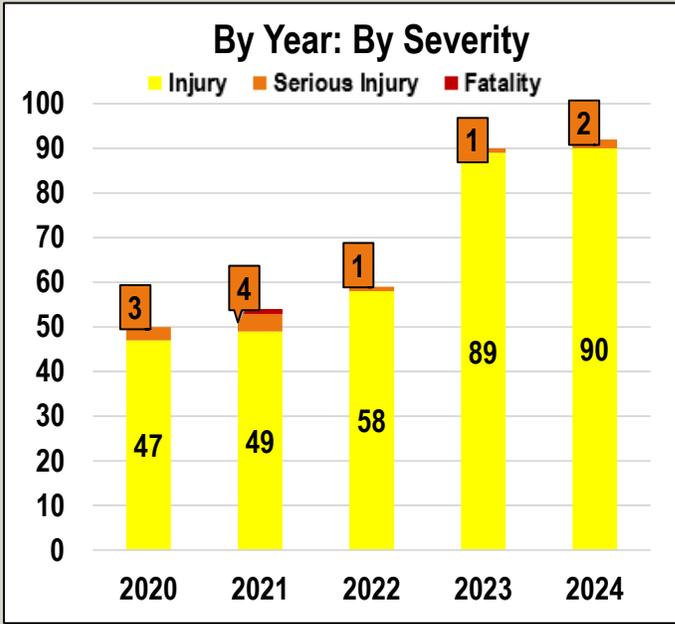
Sidewalks are narrow through the corridor (~3f-4f).
Bike lanes may not be comfortable to most riders given roadway conditions.



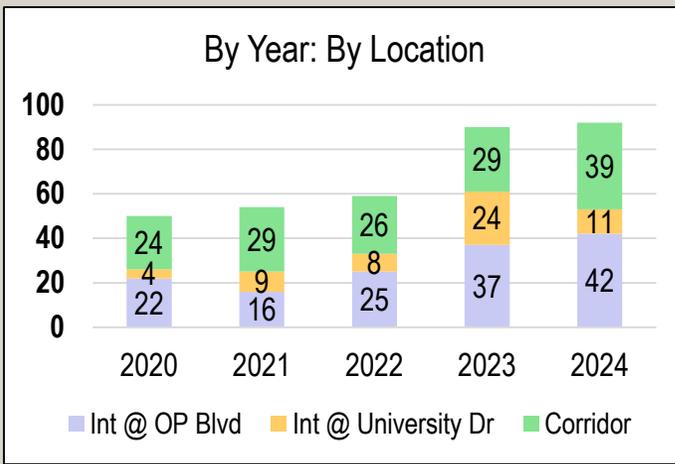
Inverrary Blvd

Injury Crashes (2020-2024)

345 Crashes (Injury + KSI)



There has been an 85% increase in injury crashes, with KSI crashes peaking in 2021

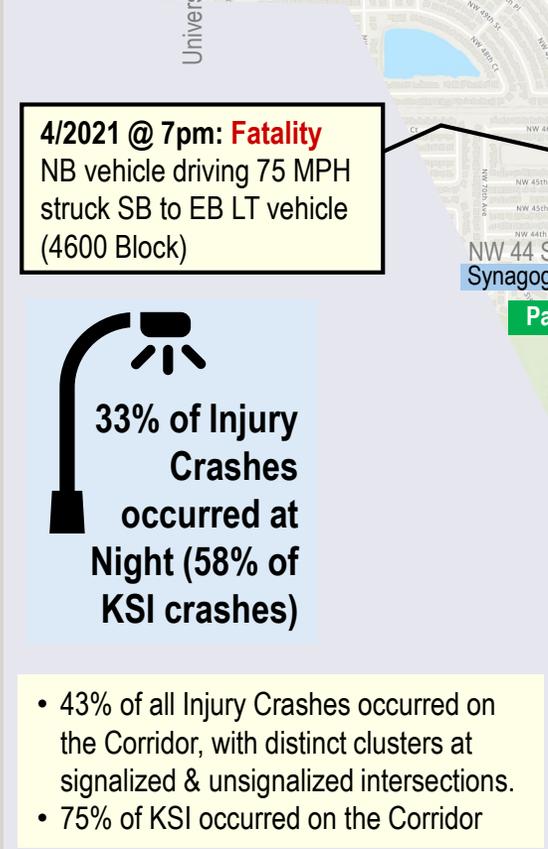


Map of Injury Crashes, by Severity

Legend

Crash Severity

- Fatality
- Serious Injury
- Injury



33% of Injury Crashes occurred at Night (58% of KSI crashes)

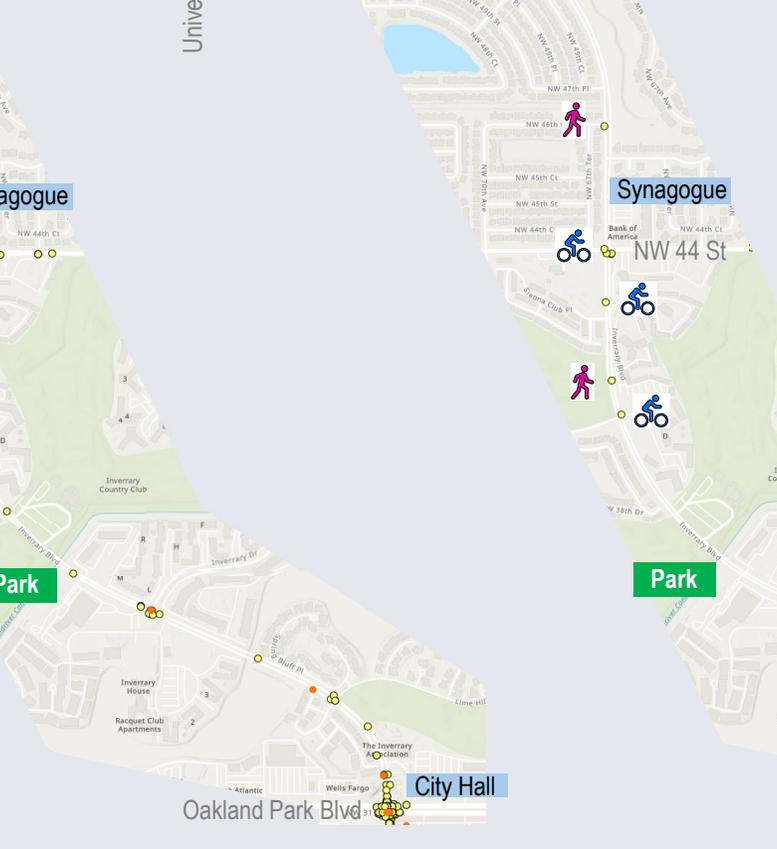
- 43% of all Injury Crashes occurred on the Corridor, with distinct clusters at signalized & unsignalized intersections.
- 75% of KSI occurred on the Corridor

Map of Injury Crashes involving Pedestrians or Bicyclists, by Severity

Legend

Crash Severity

- Fatality
- Serious Injury
- Injury



9 of the 10 Ped or Bike crashes that occurred on the Corridor, were at or south of Inverrary Blvd

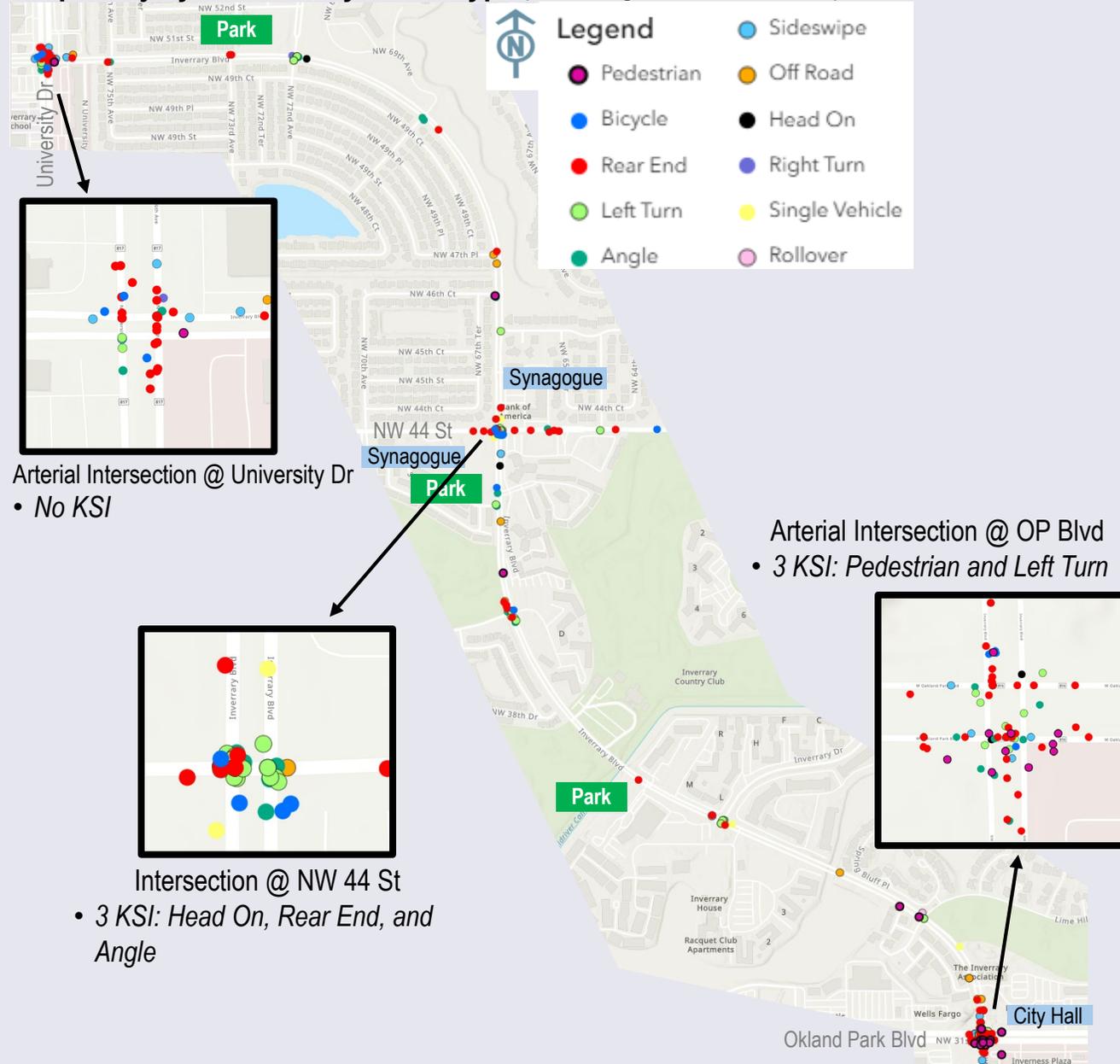
6/2024 @ 4:30 am: Serious Injury. Ped walking in SB Bike Lane (just south of Lime Hill Rd - no sidewalk). To avoid puddle in bike lane, ped walked into roadway & was struck by SB vehicle.

Inverrary Blvd

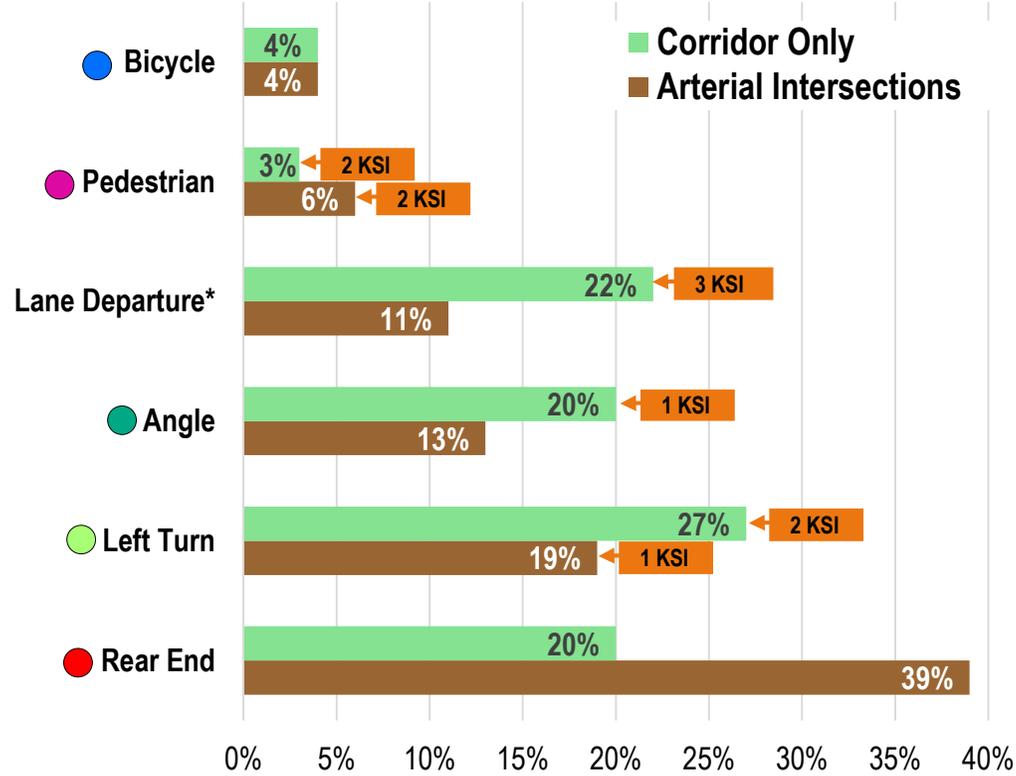
Injury Crashes (2020-2024)

345 Crashes (Injury + KSI)

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



Injury Crashes by Crash Type – Corridor vs Arterial Intersections



This table compares the proportion of injury crash types along the corridor versus the two arterial intersections (Oakland Park Blvd and University Dr). It also lists the number of KSI for the crash type. The injury crash types greatly differ for the two locations, with the percentage of rear end crashes doubled at the arterial intersections, whereas the percentage of Lane Departure crashes doubled on the corridor.

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

Legend 

Crash Severity

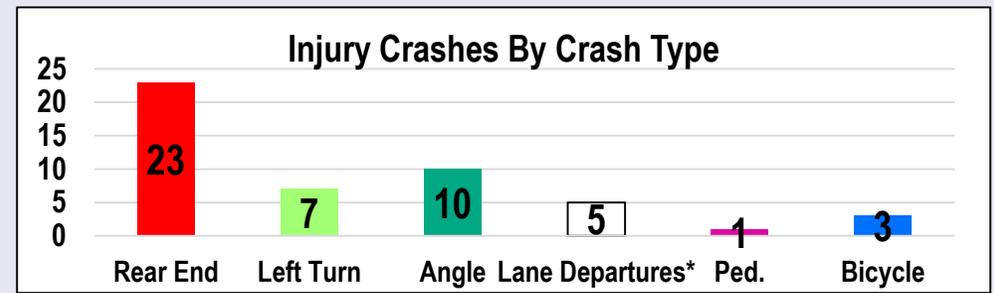
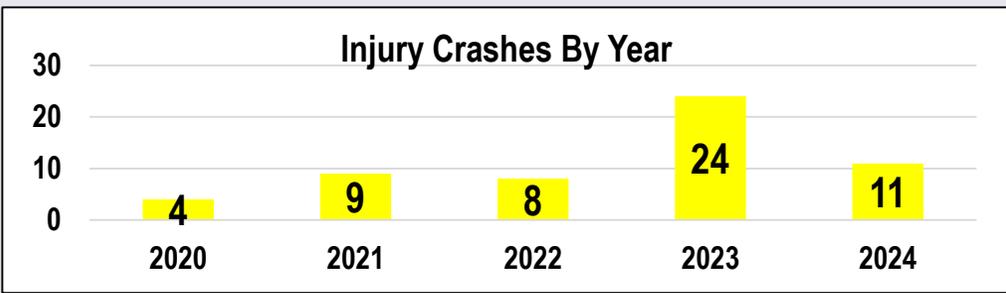
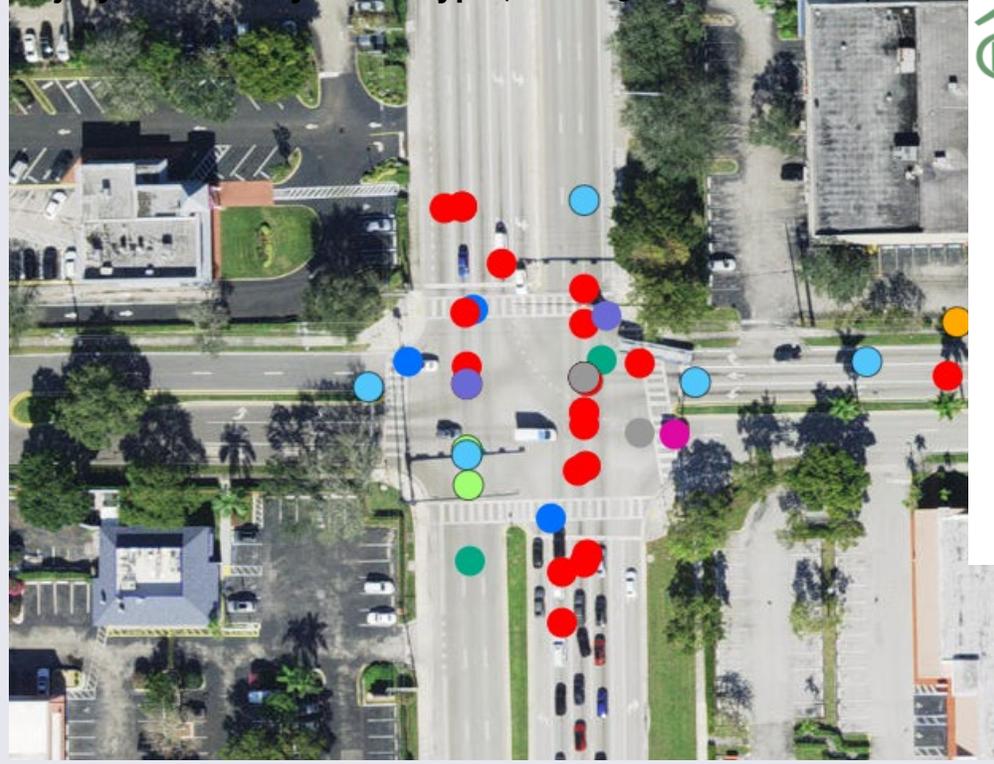
- Fatality
- Serious Injury
- Injury



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

Legend 

- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover



Inverrary Blvd @ Oakland Park Blvd

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

 37% of Injury Crashes occurred at Night

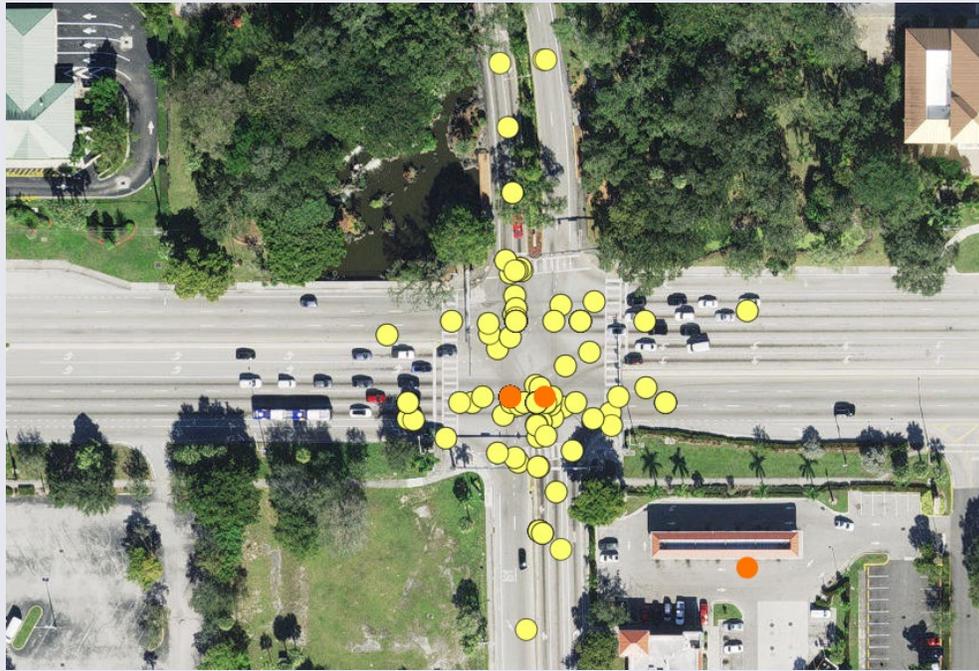
Injury Crashes, by Severity

Legend



Crash Severity

- Fatality
- Serious Injury
- Injury

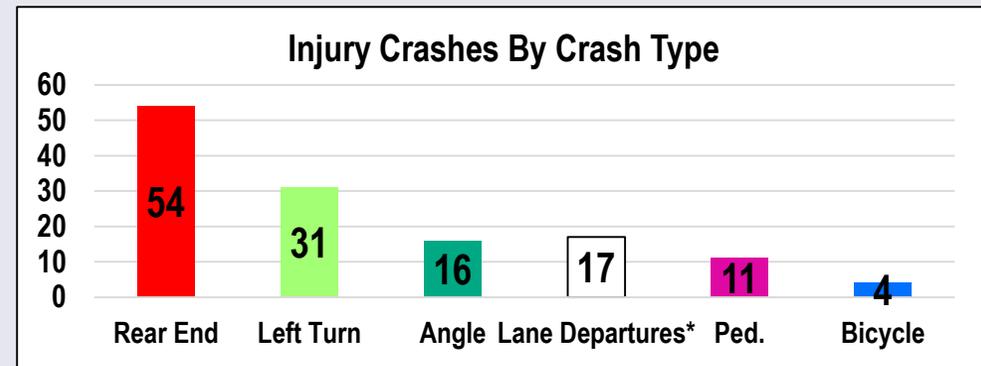
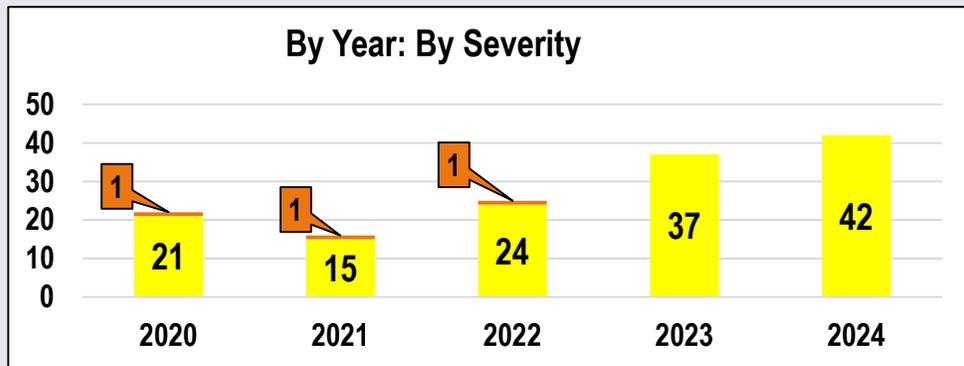
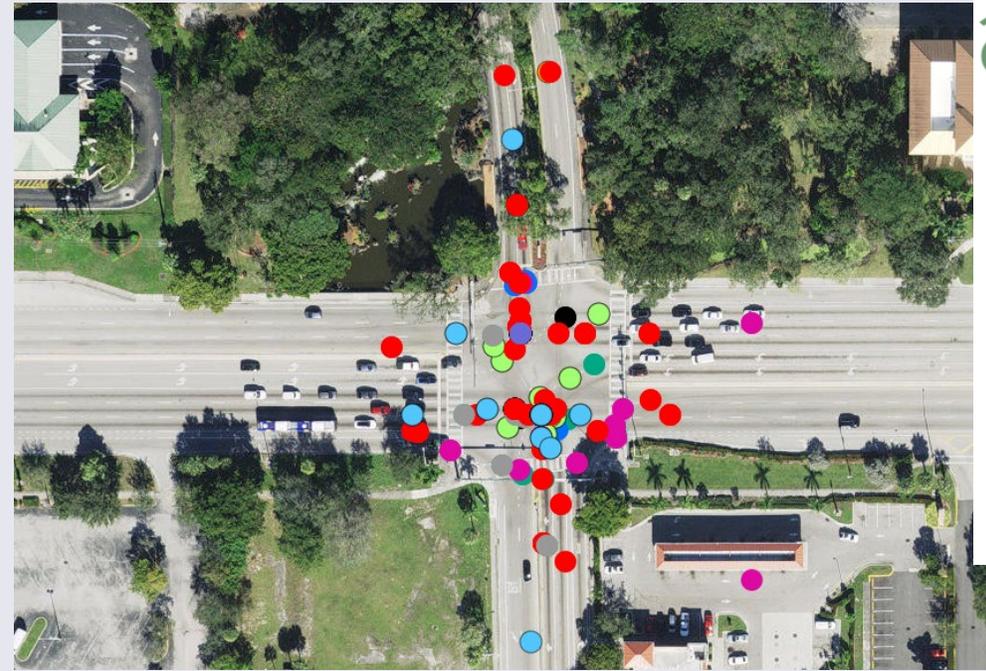


Injury Crashes, by Crash Type (excluding Unknown or Other)

Legend



- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover



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 Northern segment

Summary of Key Findings

Signals



With Crosswalk



Distances between Marked Crossings

Bus Stops



Within 250' of Traffic Controlled Crossing



Not within 250' of Traffic Controlled Crossing



Bike Lane



Driveways & back out parking onto NW 56th Ave



Unsignalized Crossing



Lighting gap on west side between 22nd Ct and Blueberry Ct

School crossing guards present during school hours

Illegal U-turns observed in front of Inverrary Club Apartments. Physical median does not fully extend through left-turn lanes, though a painted median continues across.

Speeding Observed
26 – 50% Drivers Speeding During School Hours

Wide driveways

Bike lane shifts to make space for a right turn lane requiring riders to navigate space with drivers

Other General Issues

Bike lanes may not be comfortable to most riders given roadway conditions. People were observed biking and scootering on sidewalks

Bus stops have inconsistent or limited amenities

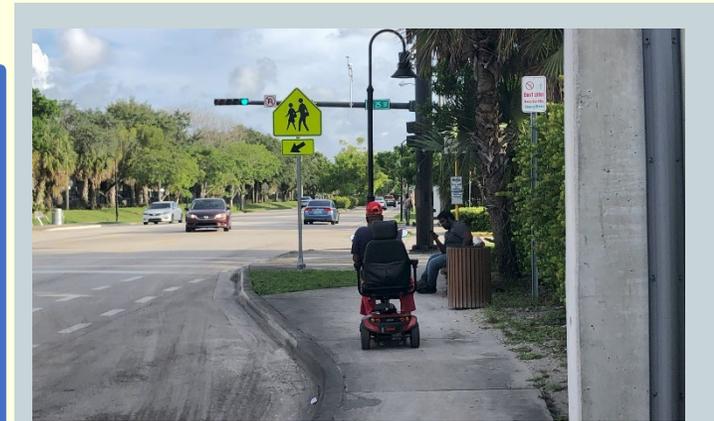
Access management is challenging, with many driveways and apartment/condo entrances

Large turning radii entering residential streets can encourage fast turning speeds

Number of lanes is inconstant throughout corridor

Sidewalks typically 4-6', but encroaching shrubs and fences and lack of buffer from the roadway may create an uncomfortable walking experience

Parents and children were observed walking throughout the corridor to school



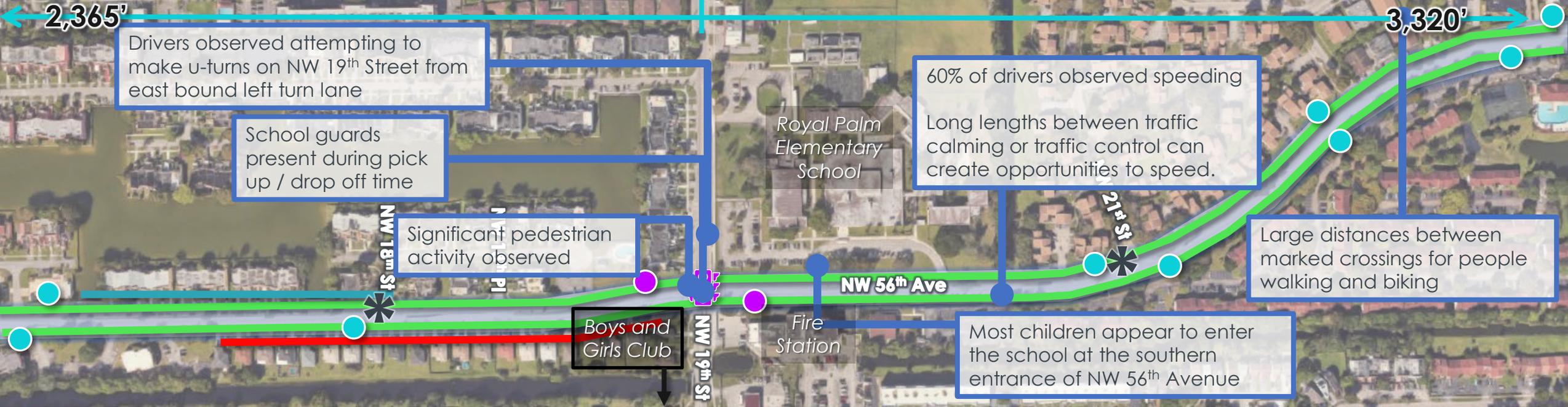
NW 56 Av Center segment

Summary of Key Findings

- Bike Lane
- Driveways & back out parking onto NW 56th Ave
- Frontage Roads
- Distances between Marked Crossings

- Bus Stops**
- Within 250' of Traffic Controlled Crossing
- Not within 250' of Traffic Controlled Crossing

- Signals**
- With Crosswalk
- Driveway challenges:
 - Non-standard ramp design



Other General Issues

Bike lanes may not be comfortable to most riders given roadway conditions. People were observed biking and scootering on sidewalks

Large turning radii entering residential streets can encourage fast turning speeds

Bus stops have inconsistent or limited amenities

Access management is challenging, with many driveways and apartment/condo entrances

Sidewalks typically 4-6', but encroaching shrubs and fences and lack of buffer from the roadway may create an uncomfortable walking experience



NW 56 Av Southern segment

Summary of Key Findings

 Bike Lane

 Driveways & back out parking onto NW 56th Ave

 Distances between Marked Crossings

Bus Stops

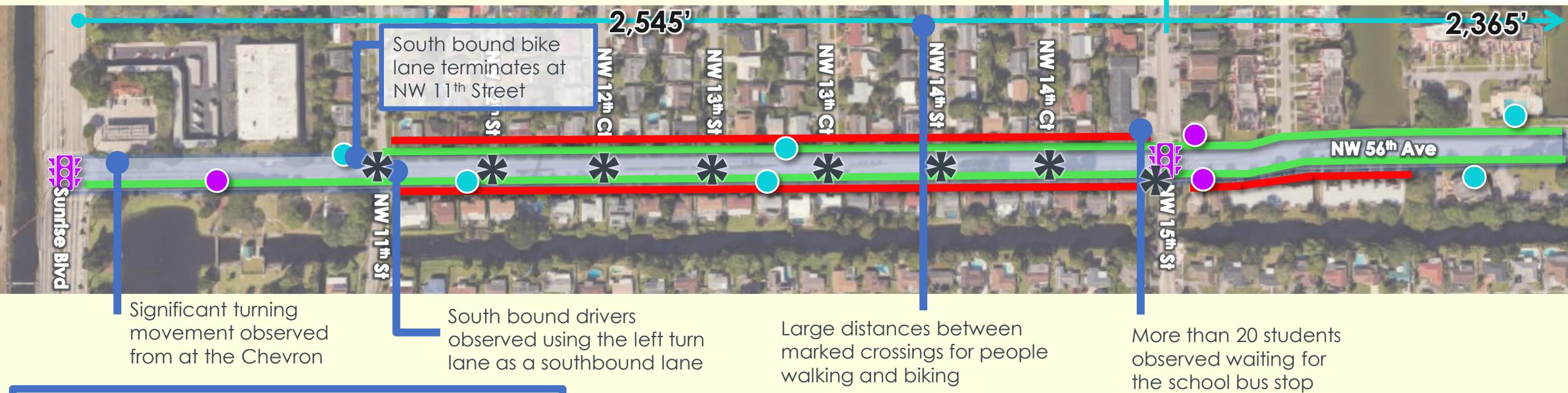
 Within 250' of Traffic Controlled Crossing

 Not within 250' of Traffic Controlled Crossing

Signals

 With Crosswalk

 Driveway challenges:
• Non-standard ramp design



Other General Issues

Bike lanes may not be comfortable to most riders given roadway conditions

Large turning radii entering residential streets can encourage fast turning speeds

Bus stops have inconsistent or limited amenities

Access management is challenging, with many driveways and apartment/condo entrances

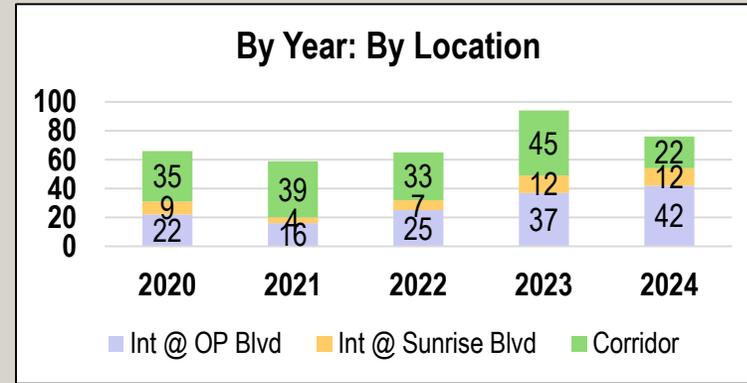
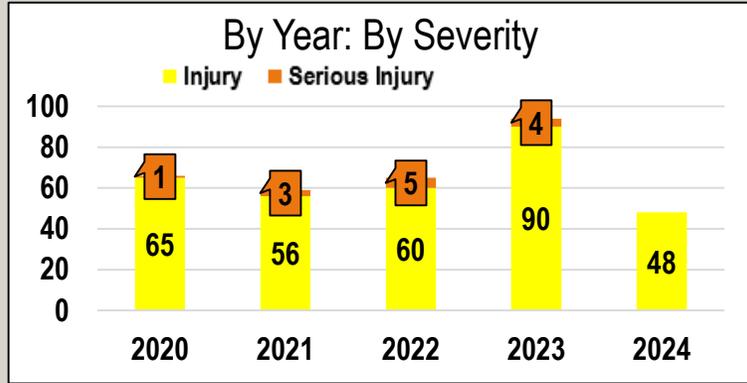
Most side-street intersections permit uncontrolled left-hand turns



NW 56 Av

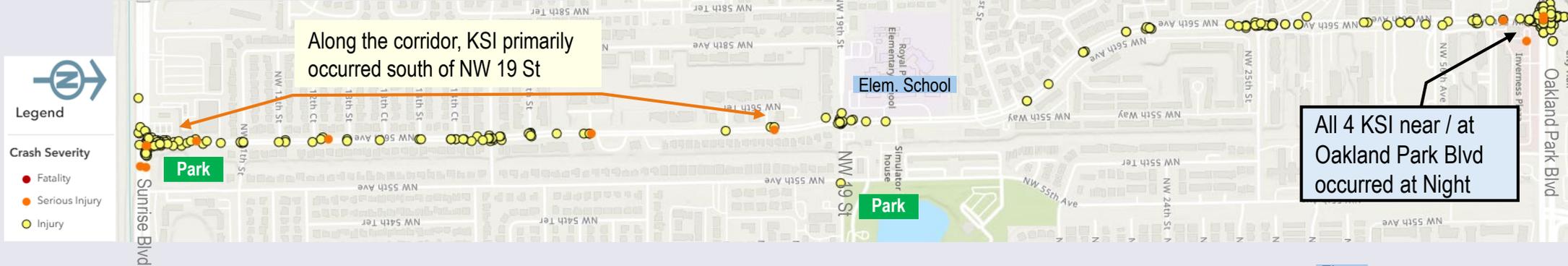
Injury Crashes (2020-2024)

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

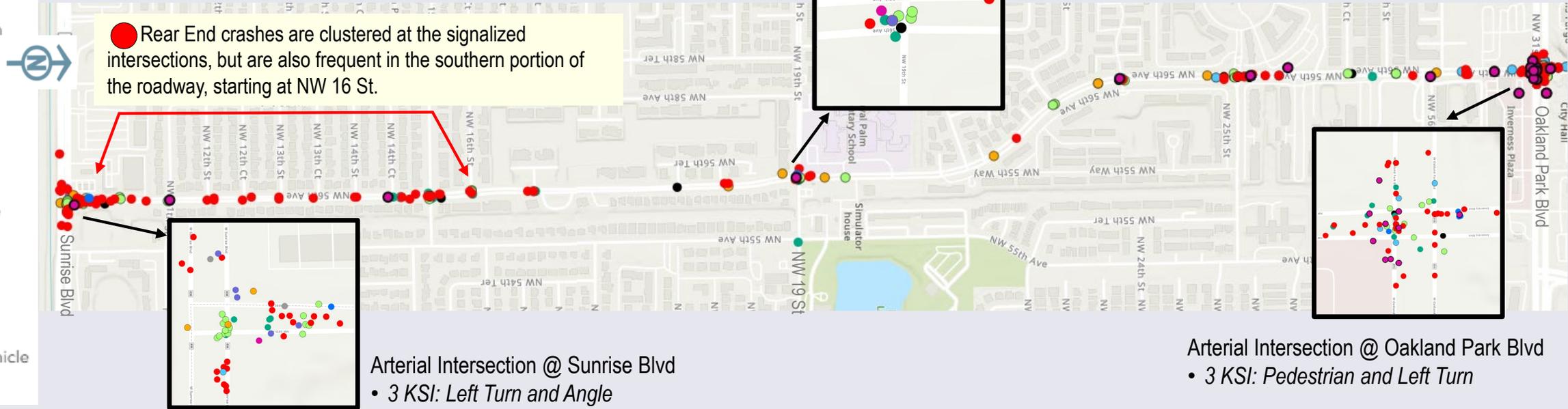
Injury Crashes (2020-2024)

360 Crashes (Injury + KSI)

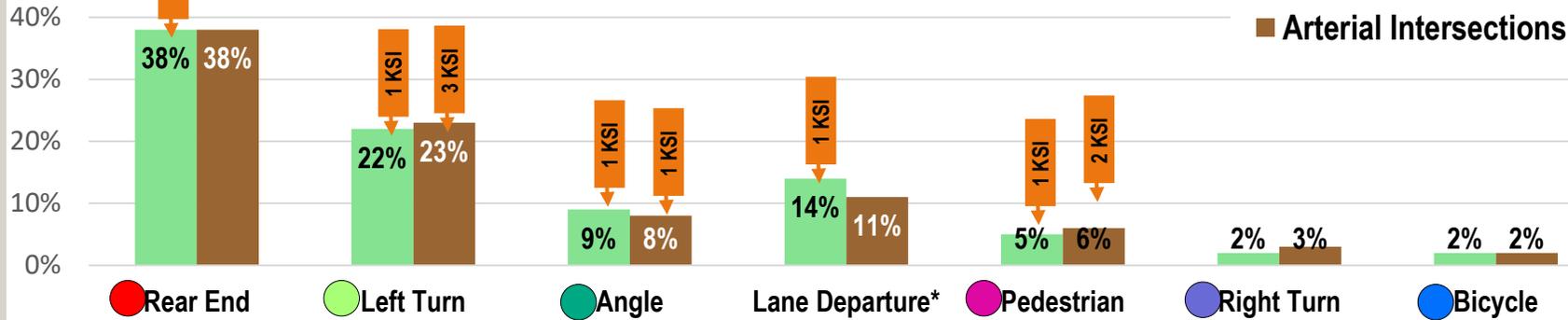
Legend

- 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)



Injury Crashes by Crash Type – Corridor vs Arterial Intersections



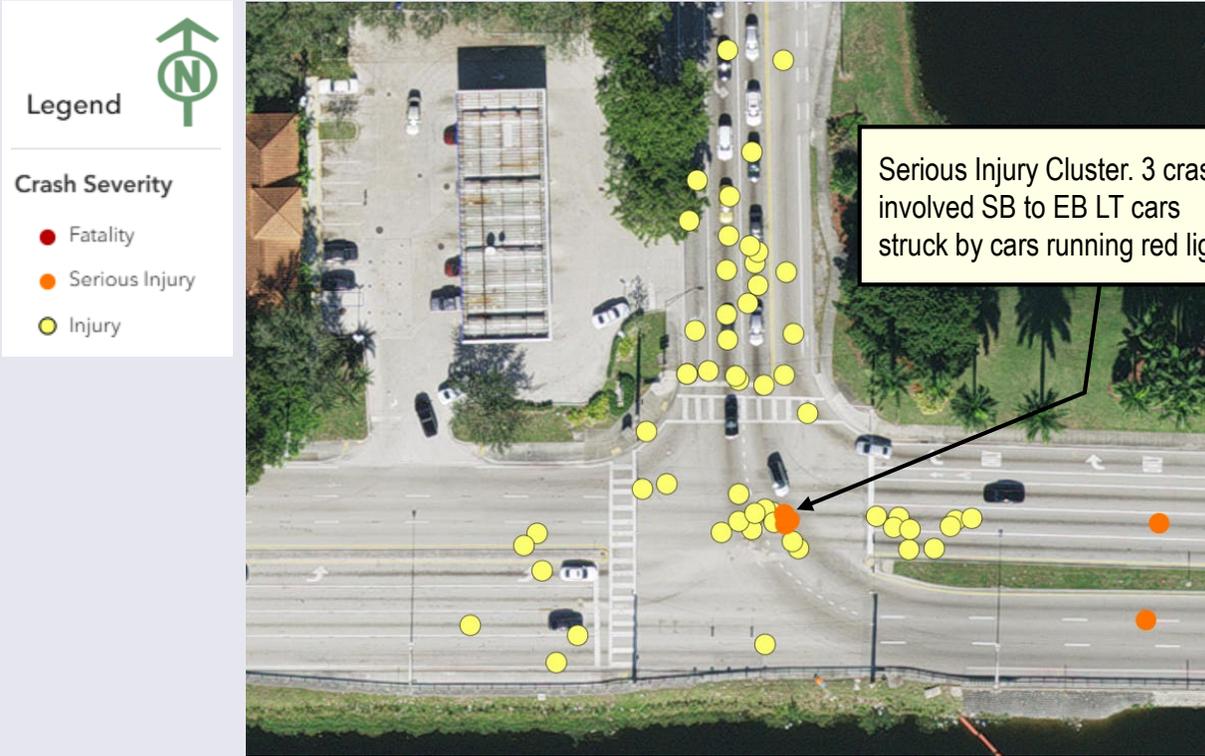
The proportion of injury crash types are consistent for both the arterial intersections and the corridor. For both locations, over 50% of injury crashes are caused by either a rear end or left turn crash.

NW 56 Av @ Sunrise Blvd

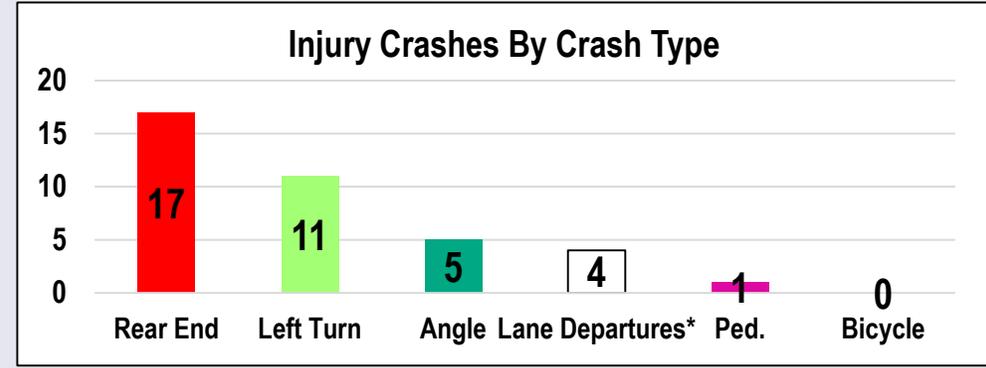
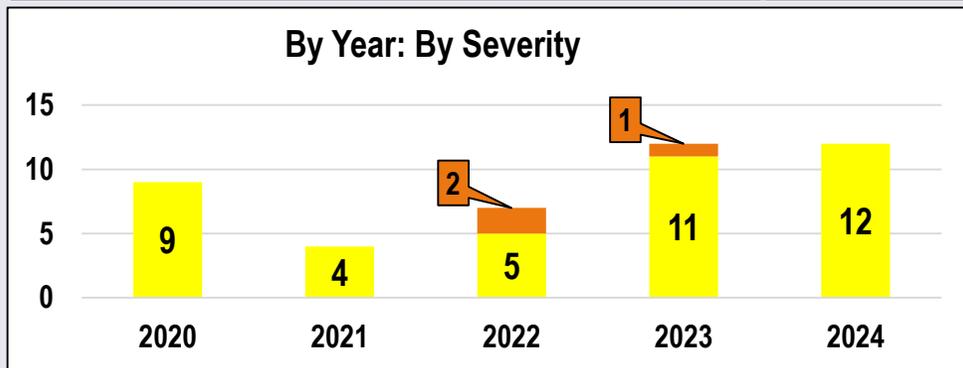
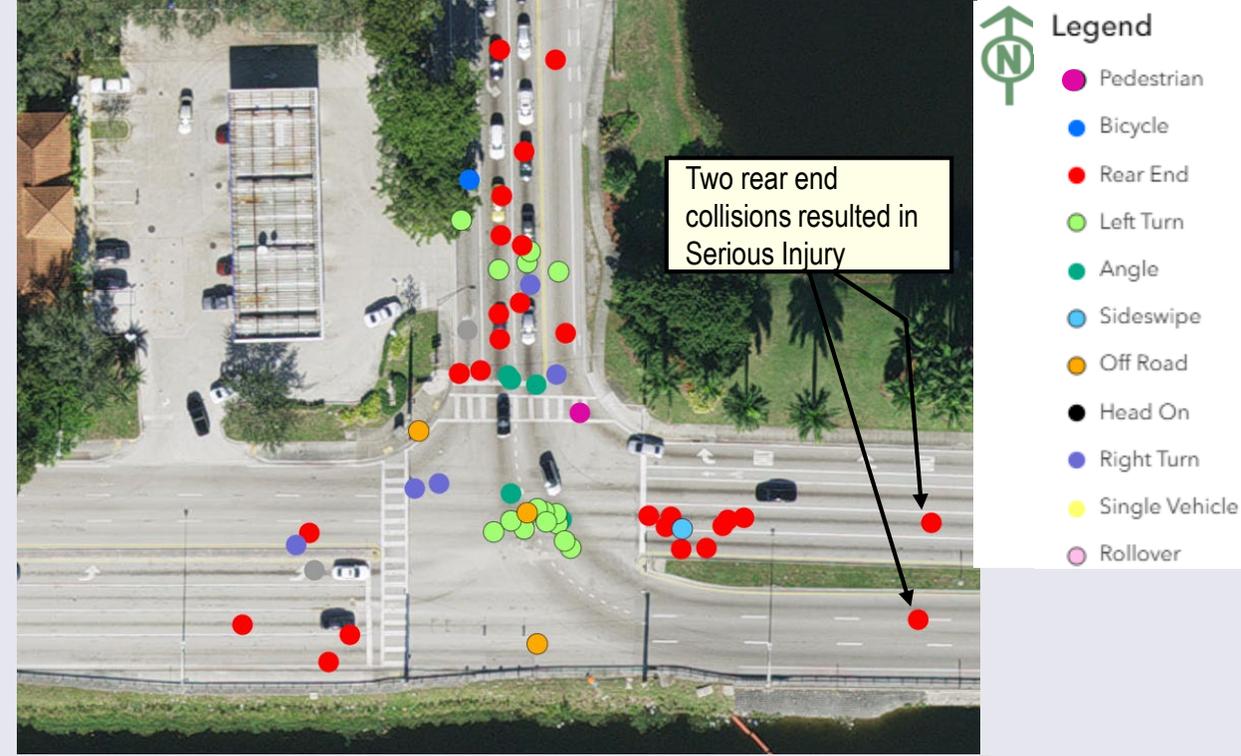
44 Injury Crashes (2020-2024) within 150 ft of intersection

36% of Injury Crashes occurred at Night

Injury Crashes, by Severity



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



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 Western segment



Summary of Key Findings

- Shared Use Path
- Speed Hump
- Signal With Crosswalk
- Driveways & back out parking onto corridor
- Driveway challenges:
 - Non-standard ramp design
 - Missing tactile warning surfaces
- Bus Stops
 - Within 250' of Traffic Controlled Crossing
 - Not within 250' of Traffic Controlled Crossing
- All-way Stop With Crosswalks
- Distances between Marked Crossings



Speeding Observed
85th Percentile Speed: 25 - 32 MPH
Posted speed 25MPH

Significant number of people observed waiting at bus stops

Drivers observed not yielding to students crossing

Other General Issues

- Sidewalks are narrow through the corridor (~3-5 ft)
- Large turning radii entering residential streets can encourage fast turning speeds
- Most side-street intersections permit uncontrolled left-hand turns
- Bus stops have inconsistent or limited amenities
- No existing bike facilities connecting people to the SUP or pedestrian bridge



NW 19 St to Central Broward Park Eastern segment

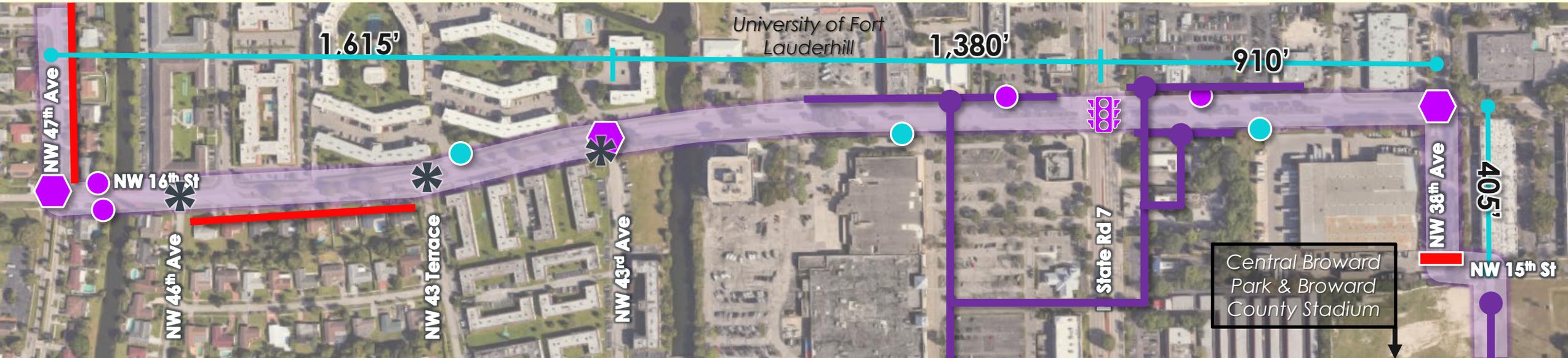
Summary of Key Findings



- All-way Stop With Crosswalks
- All-way Stop Without Crosswalks

- Signals
 - With Crosswalk
 - Unsignalized Crossing

- Bus Stops
 - Within 250' of Traffic Controlled Crossing
 - Not within 250' of Traffic Controlled Crossing



Driveways & back out parking onto corridor

Driveway challenges:

- Non-standard ramp design
- Missing tactile warning surfaces

Density of driveways that may make walking challenging and create turning conflicts

Final leg of corridor is on private Right of Way

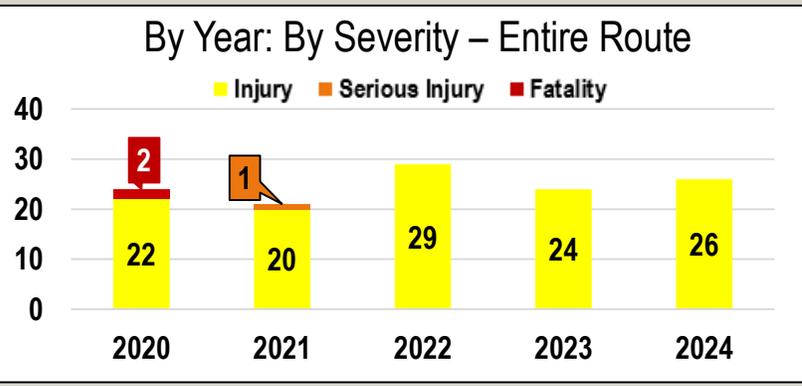
Other General Issues

Large turning radii entering residential streets can encourage fast turning speeds
 No existing bike facilities throughout the corridor



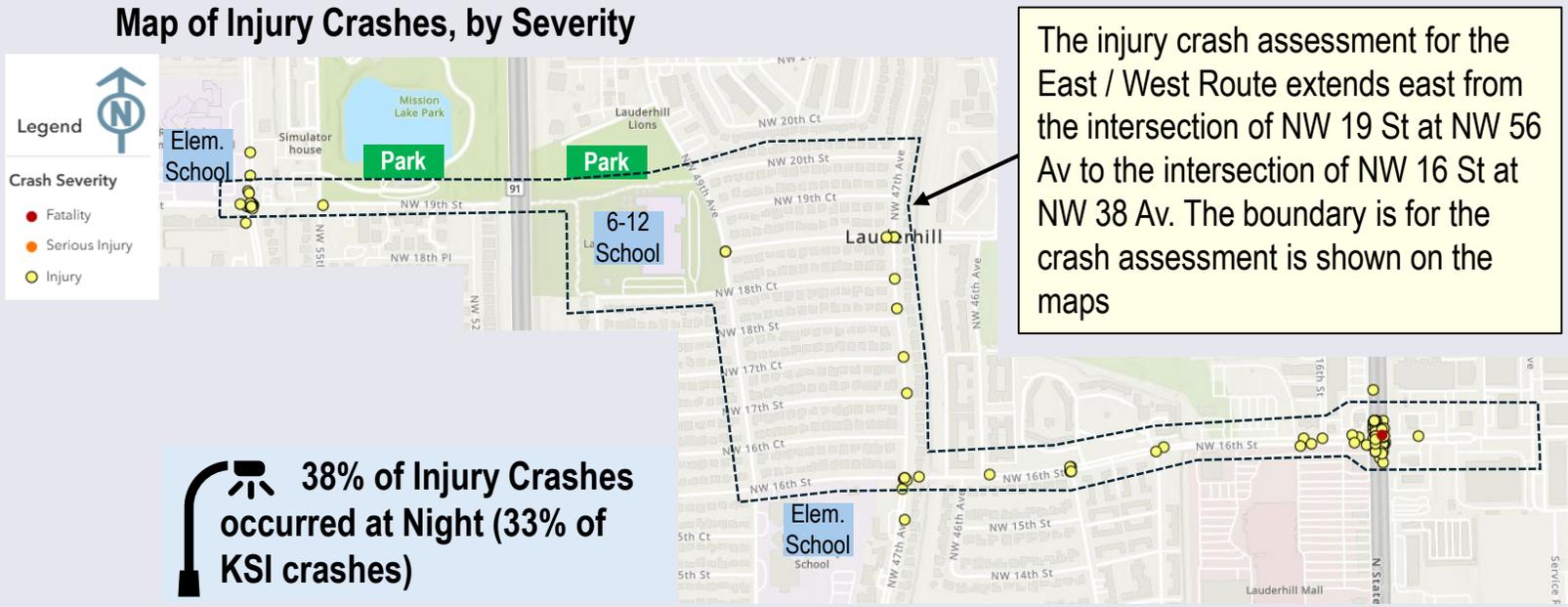
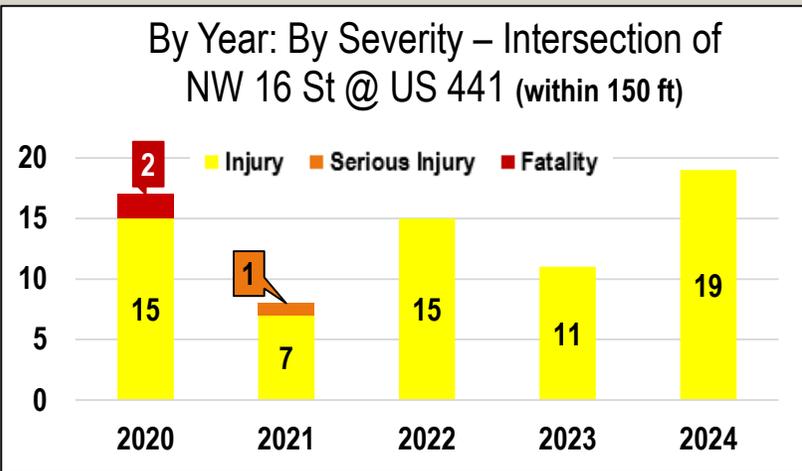
NW 19 St to Central Broward Park Injury Crashes (2020-2024)

124 Crashes (Injury + KSI)



The number of crashes has been consistent over the 5-year period, with a decrease in crash severity.

The below table presents the annual trend for the intersection of US 441 at NW 16 St. All KSI occurred at this intersection, which is a significant barrier to providing access from the western neighborhoods to the County's Regional Park.

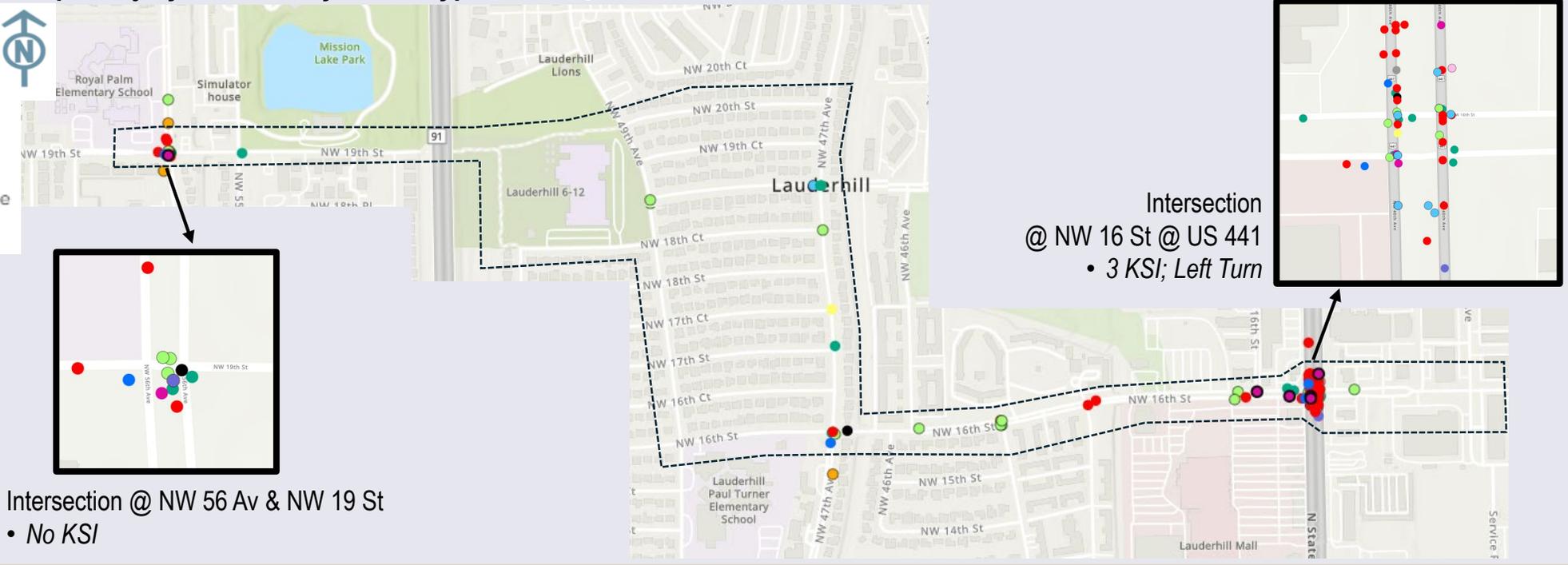


NW 19 St to Central Broward Park Injury Crashes (2020-2024)

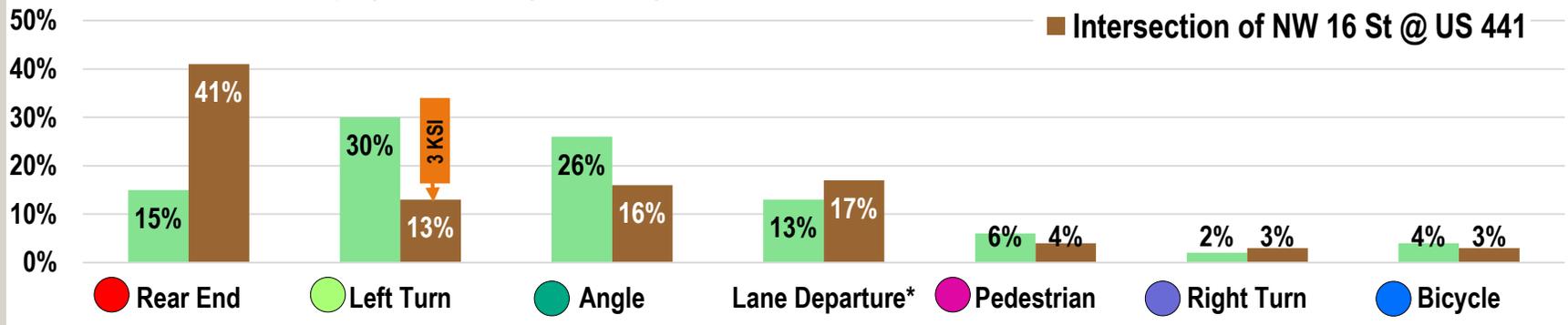
124 Crashes (Injury + KSI)

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

- Legend**
- Sideswipe
 - Pedestrian
 - Off Road
 - Bicycle
 - Head On
 - Rear End
 - Right Turn
 - Left Turn
 - Single Vehicle
 - Angle
 - Rollover



Injury Crashes by Crash Type – Route vs US 441



The variation in frequency of crash type is notable, particularly with rear end crashes. 41% of all injury crashes at the intersection of NW 16 St and US 441 are caused by rear end collisions. However left turn crashes are causing the most severe injuries at the intersection.

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

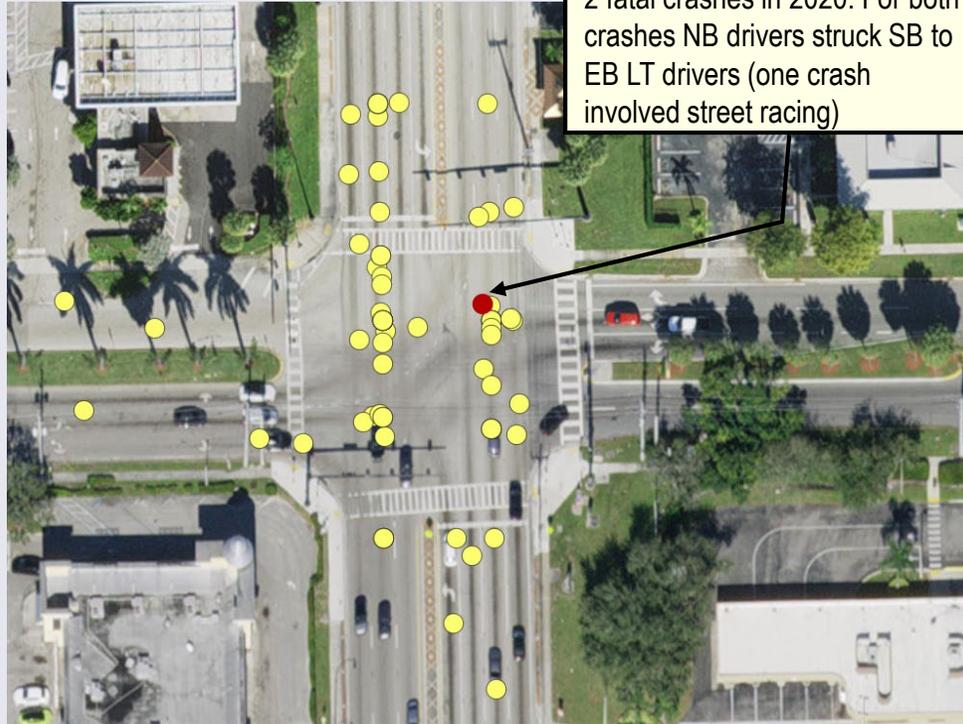
2 fatal crashes in 2020: For both crashes NB drivers struck SB to EB LT drivers (one crash involved street racing)

Legend



Crash Severity

- Fatality
- Serious Injury
- Injury

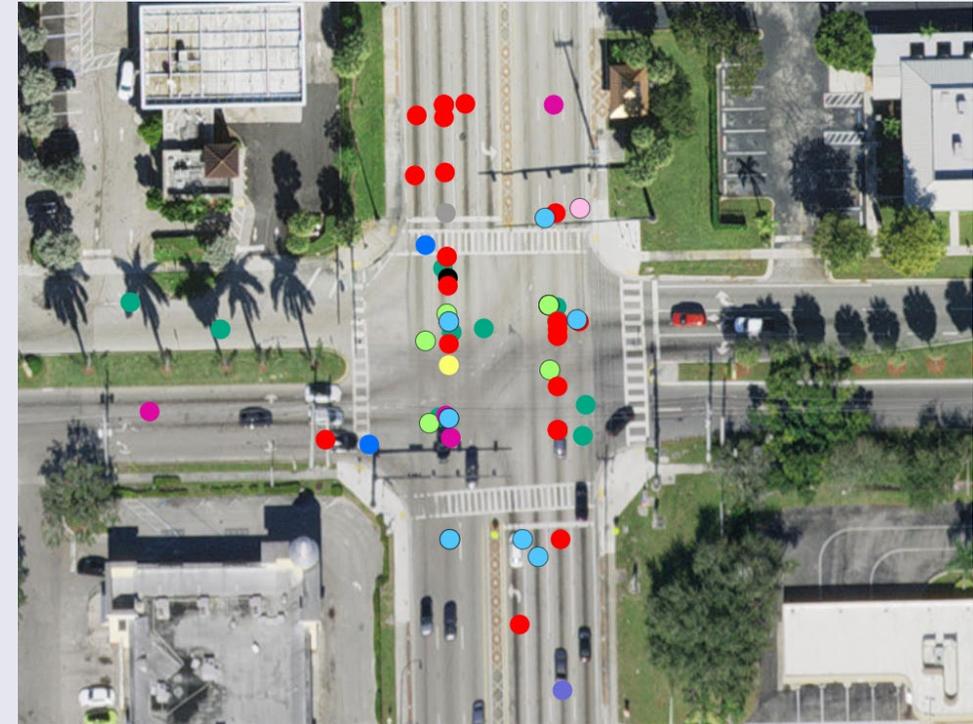


Injury Crashes, by Crash Type (excluding Unknown or Other)

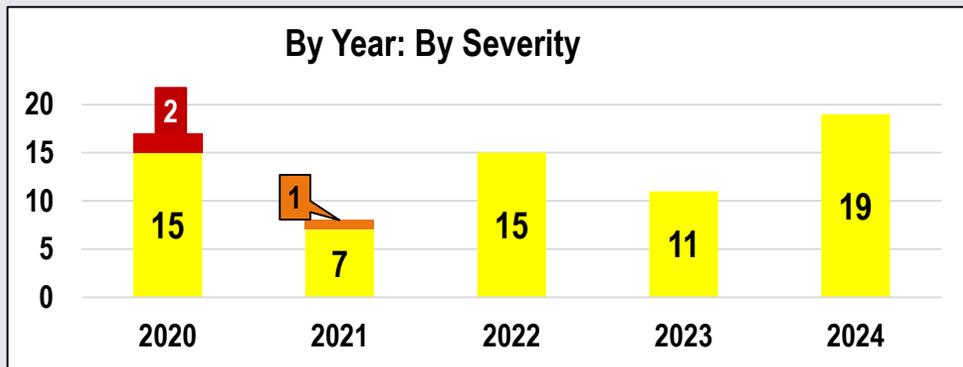
Legend



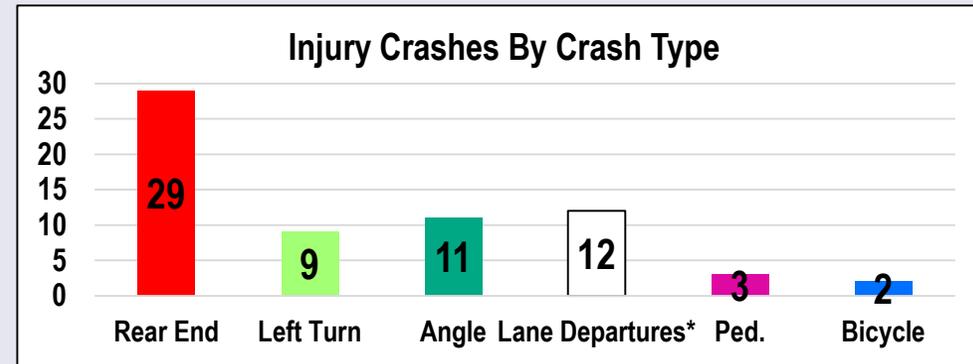
- Pedestrian
- Bicycle
- Rear End
- Left Turn
- Angle
- Sideswipe
- Off Road
- Head On
- Right Turn
- Single Vehicle
- Rollover



By Year: By Severity



Injury Crashes By Crash Type



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

shared-use Path

Bike Lane

Signals

With Crosswalk

Bus Stops

Within 250' of Traffic Controlled Crossing

Not within 250' of Traffic Controlled Crossing



People riding bikes must navigate high speed traffic using on/off ramps at large conflict zones.

The pathway for people walking is indirect as the sidewalk is on the outer edges of this large intersection

Sidewalks narrow further with limited separation from fast-moving travel lanes.

✱ Intersection challenges:

- Missing tactile warning surfaces

Pedestrian bridge is not accessible from the sidewalk

Chevron access point creates turning conflicts near major intersection

Other General Issues

Limited bike lanes

Limited separation between people walking and fast-moving travel lanes making walking uncomfortable for most

Bus amenities are inconsistent and high speed, multi-lane road may create an environment that is uncomfortable for transit riders to wait near

While there are few unprotected left turning conflicts, the roadway conditions can make navigating these particularly challenging to some drivers



Sunrise Blvd

Injury Crashes (2020-2024)

263 Crashes (Injury + KSI)

By Year: By Severity

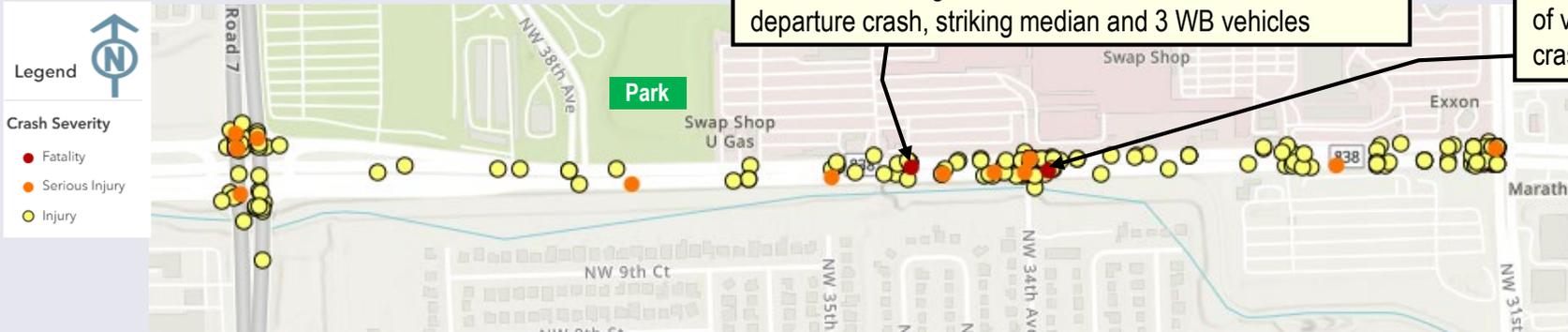


Yearly trends are holding fairly steady. While 2022 had the lowest number of injury crashes, it had the highest number of KSI.

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

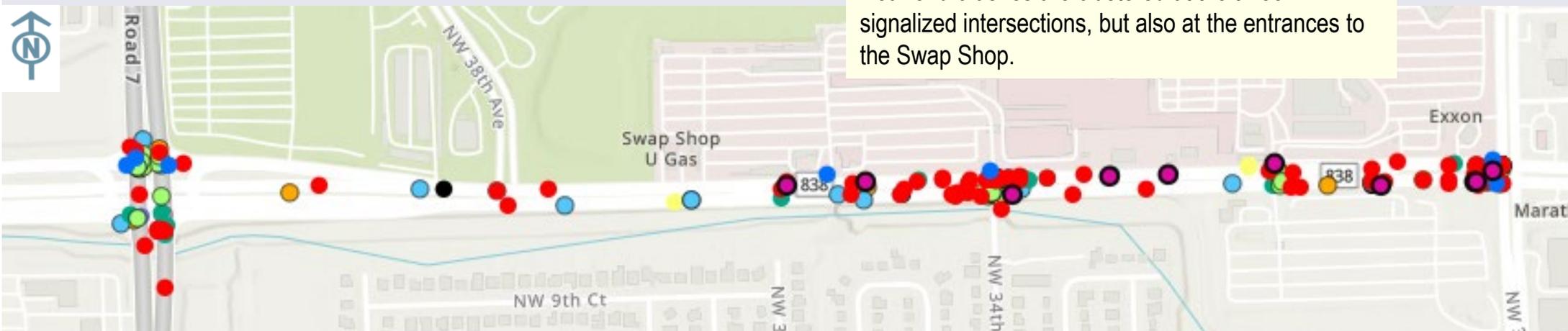
Injury Crashes (2020-2024)

263 Crashes (Injury + KSI)

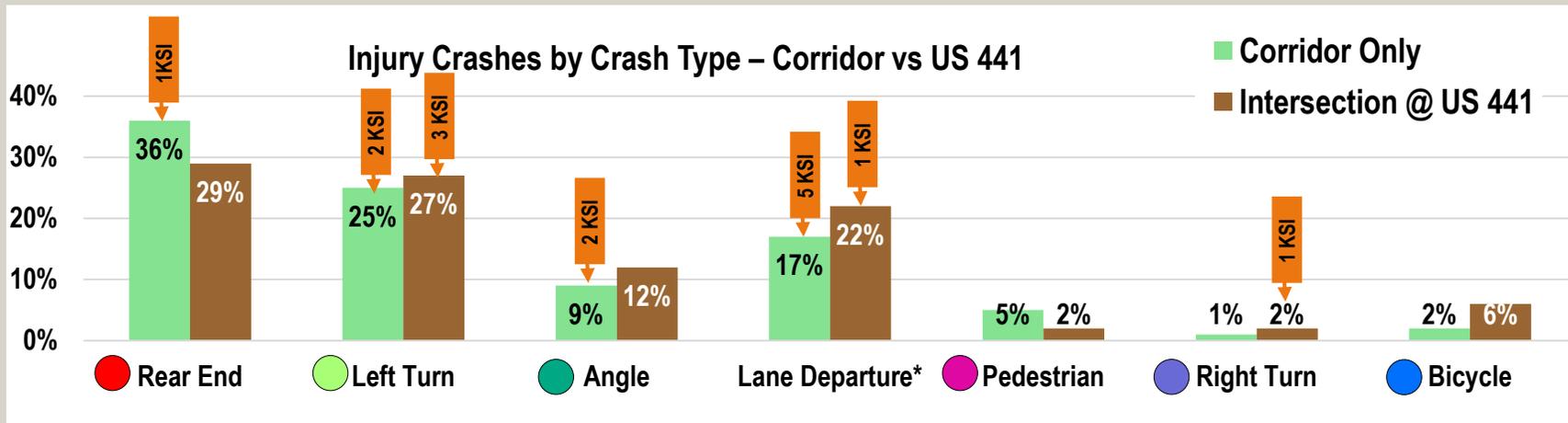
Legend

- Pedestrian
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- Rear End
- Left Turn
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- Rollover

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



Rear end crashes are clustered at the three signalized intersections, but also at the entrances to the Swap Shop.



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.