

City of Lauderdale Transportation Master Plan

January 2026





Table of Contents



Introduction	3
Chapter 1: Planning Approach	5
Chapter 2: Planning Process	13
Chapter 3: Plan Study Area	21
Chapter 4: NW 82 Avenue	27
Chapter 5: NW 44 Street	35

Chapter 6: Inverrary Boulevard	45
Chapter 7: NW 56 Avenue	56
Chapter 8: NW 19 Street to County Regional Park	67
Chapter 9: Sunrise Boulevard	76
Appendix	

Introduction





Introduction

Located in the heart of central Broward County, the City of Lauderhill was incorporated in 1959 with approximately 100 residents. Since then, the population has grown to nearly 75,000. Lauderhill spans 8.5 square miles and is bisected by Florida’s Turnpike and the following major roadways: State Road 7, Oakland Park Boulevard, Sunrise Boulevard, and University Drive. The City is home to major attractions, such as The Lauderhill Performing Arts Center, Central Broward Regional Park and Stadium, Swap Shop, the Lauderhill Mall, and local destinations including numerous city parks, K-12 Schools, and City Hall. As the City continues to grow, opportunities for redevelopment arise.

The City’s 2025-2030 Strategic Plan aims to create a healthy, sustainable, and resilient environment for all residents. To achieve this goal, one performance measure is to enhance and maintain the quality and connectivity of streets, roads, bridges, sidewalks, waterways, and bike paths, ensuring the safety and reliability of the City’s transportation corridors. The City of Lauderhill Transportation Master Plan (“TMP”) identifies the necessary improvements to the transportation network in order to provide a safe and convenient multimodal transportation system for all roadway users.

Report Organization:

The Lauderhill TMP is organized in the following parts and chapters:

Introduction

Part 1

Chapter 1: Planning Approach

Chapter 2: Planning Process

Part 2

Chapter 3: Plan Study Area

Chapter 4: NW 82 Avenue

Chapter 5: NW 44 Street

Chapter 6: Inverrary Boulevard

Chapter 7: NW 56 Avenue

Chapter 8: NW 19 Street to County Regional Park

Chapter 9: Sunrise Boulevard

Appendix



Adult pushing a stroller and walking with school-aged children, travels along sidewalk in Oakland Park Blvd’s south ROW, approaching NW 56 Av. There are grocery and numerous retail stores in the adjacent shopping centers.

Vision:
The Vision of the City of Lauderhill Transportation Master Plan is to ensure the City’s transportation system is rooted in the values of family. The TMP will identify improvements that create safe and family-friendly roadways, sidewalks, bike paths, and bus stops to help people safely, conveniently, efficiently, and comfortably get around Lauderhill.

Chapter 1:

Planning Approach





Chapter 1: Planning Approach

The development of the Transportation Master Plan was guided by a comprehensive and collaborative approach built around three main principles: **Collaboration**, **Public Engagement**, and **Data-Driven Analysis**. Together, these elements ensured that the Plan was both technically sound and grounded in the real experiences of those who live and work in the City.

Collaboration

A key component of creating the TMP was to ensure the recommendations were developed based on a shared effort between the City, roadway owners, and other critical stakeholders such as Florida’s Turnpike, Broward County Public Schools, and adjacent cities. Roadway owners in the study area include Broward County and Florida Department of Transportation (FDOT). Collaboration with roadway owners was a crucial component for building support and identifying implementable multimodal recommendations. The TMP’s collaborative efforts ensured that the TMP considered all elements of the City’s transportation infrastructure, while also aligning recommendations with broader regional and local transportation initiatives.

City Staff Working Group

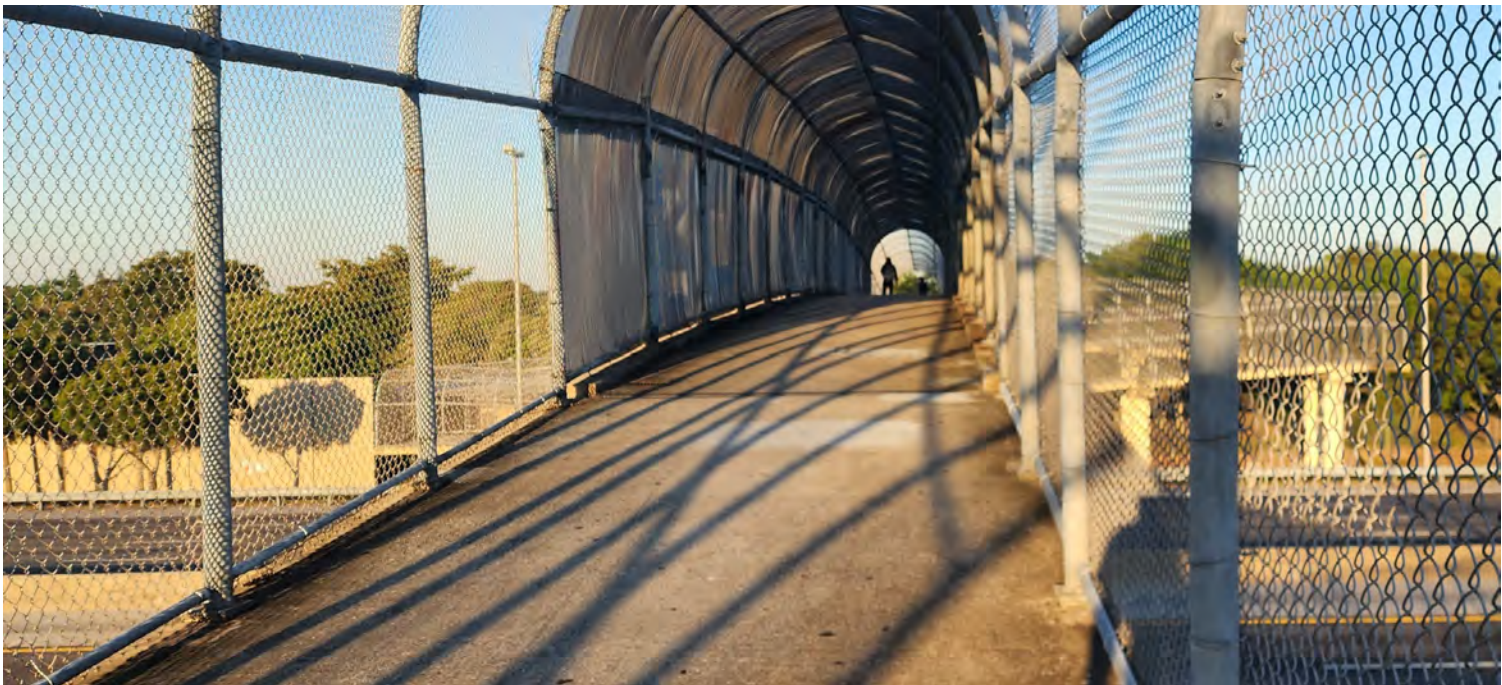
A City Staff Working Group (SWG) was created at the outset of the TMP. It included representatives from the following City Departments: Administration, Development Services, Engineering, Finance, Fire Rescue, Parks & Recreation, Police, and Public Works. The SWG was instrumental in creating key aspects of the TMP including: the vision, plan study area selection, and ensuring the recommendations conform to the City’s overall transportation goals. The table below lists the SWG meeting dates and topics.

Date	Topic
9/11/2024	Project Kick-Off
10/24/2024	Identify Plan Vision
1/29/2025	Citywide Existing Conditions
2/27/2025	Selection of Plan Study Area
5/15/2025	Potential Solutions
7/31/2025	Potential Solutions: Police and Fire Rescue Considerations
8/14/2025	Potential Solutions Additional Review
8/28/2025	Refined Recommendations

A copy of the Staff Working Group meetings presentations are included in **Appendix, Section A**



Several of the TMP Study Area roadways are adjacent to Broward County Public Schools, one of the critical stakeholders. The intersection of NW 56 Av and NW 19 St is at the entrance to Royal Palm Elementary School.



The pedestrian bridge that spans over the Florida Turnpike is owned by the Florida Turnpike and provides access to Broward County Public Schools. Meetings were held with representatives from both of these critical stakeholder agencies.



Chapter 1: Planning Approach

Broward County

Broward County is a vital stakeholder as the City and Broward County have a longstanding interlocal agreement for the maintenance of traffic control devices and other infrastructure for city-owned roadways. Additionally, there are three county-owned intersections in the TMP study area, **NW 44 Street at Rock Island Road, NW 82 Avenue at Commercial Boulevard, and NW 19 Street at NW 47 Avenue**. Plus, the County’s Transit Department operates existing and planned transit in the City.

The table below lists the meeting dates, and topics with staff from the County.

Date	Topic	County Staff
10/31/2024	Project Introduction	Highway Construction and Engineering Division, Traffic Engineering Division & Transit Department
4/29/2025	Potential Solutions	Highway Construction and Engineering Division, Traffic Engineering Division & Transit Department
9/29/2025	Refined Recommendations	Highway Construction and Engineering Division, Traffic Engineering Division & Transit Department

In addition to the meetings, Broward County Staff provided information and comments. *A copy of the Broward County meetings presentations, attendance sheets, and comments are included in **Appendix, Section B.***



The intersection at Rock Island Rd and NW 44 St is owned by Broward County. It is a 3-legged intersection with limited pedestrian facilities.



Pedestrians cross through the western crosswalk at the FDOT-owned intersection of Oakland Park Blvd and Inverrary Blvd / NW 56 Av. Oakland Park Blvd is one of several state owned roadways within the City of Lauderhill.

Florida Department of Transportation

In the study area, the following are FDOT owned facilities, one roadway: **Sunrise Boulevard**, and six intersections: **Inverrary Boulevard at University Drive (SR-817), NW 44 Street at University Drive (SR-817), Inverrary Boulevard/NW 56 Avenue at Oakland Park Boulevard (SR-816), NW 56 Avenue at Sunrise Boulevard (SR-838), and NW 16 Street at State Road 7/US 441 (SR-7)**. Additionally, the study area includes the **pedestrian bridge** over the Florida Turnpike behind Lauderhill 6-12 STEM.

The table below lists the meeting dates and topics with staff from FDOT.

Date	Topic	FDOT Staff
10/31/2024	Project Introduction	Planning and Environmental Management, Safety Engineering, and Florida Turnpike
4/30/2025	Potential Solutions	Planning and Environmental Management, Safety Engineering, and Florida Turnpike
9/24/2025	Refined Recommendations	Planning and Environmental Management, Safety Engineering, and Florida Turnpike

In addition to the meetings, FDOT Staff provided information and comments for the TMP. *A copy of the FDOT meetings presentations, attendance sheets, and comments are included in **Appendix, Section C.***



Chapter 1: Planning Approach

Additional Stakeholder Meetings

Meetings were held with other stakeholders, including Broward County Public Schools (BCPS), City of Sunrise, and Broward County Bicycle and Pedestrian Advisory Committee. There are nine BCPS schools in Lauderhill, several of which are located along the TMP Plan Study Area Roadways. Additionally, the pedestrian bridge that crosses over the Florida Turnpike lands onto BCPS property. Two of the Plan Study Area intersections are partially located within the City of Sunrise: NW 82 Av at NW 44 St and NW 44 St at University Dr. The Broward County Bicycle and Pedestrian Advisory Committee is composed of residents representing the county’s nine commission districts.

The table below lists the meeting dates, topics, and stakeholder.

Date	Topic	Stakeholder
10/29/2024	Project Introduction	BCPS Facility Planning & Real Estate Dept
3/12/2025	Project Overview	Broward County Bicycle & Pedestrian Advisory Committee
5/6/2025	Potential Solutions	BCPS Facility Planning & Real Estate Dept
5/13/2025	Potential Solutions for NW 44 St Intersections	City of Sunrise
6/24/2025	Potential Solutions	BCPS Transportation & Fleet Services

Copies of the presentations are included in **Appendix, Section D**

City Commission Meetings

The City Commission was engaged in this planning effort both individually and through discussions and public presentations. This ensured that City leaders were kept up to date with the TMP’s progress. It also provided their input, reinforcing the TMP’s alignment with the City’s strategic goals. The table below lists the meeting date, type, and topic.

Date	Topic
1/2025	One-on-One discussions
5/19/2025	Presentation of Potential Solutions at City Commission Workshop
2/xx/2026	Final Recommendations

The presentation from the 5/19/2025 public meeting is included in **Appendix, Section E**



BMPO and City Staff attend the Halloween Safety Day at Sadkin Community Center on 10/25/2024 to promote awareness of the TMP and the community survey.



Chapter 1: Planning Approach

Public Engagement

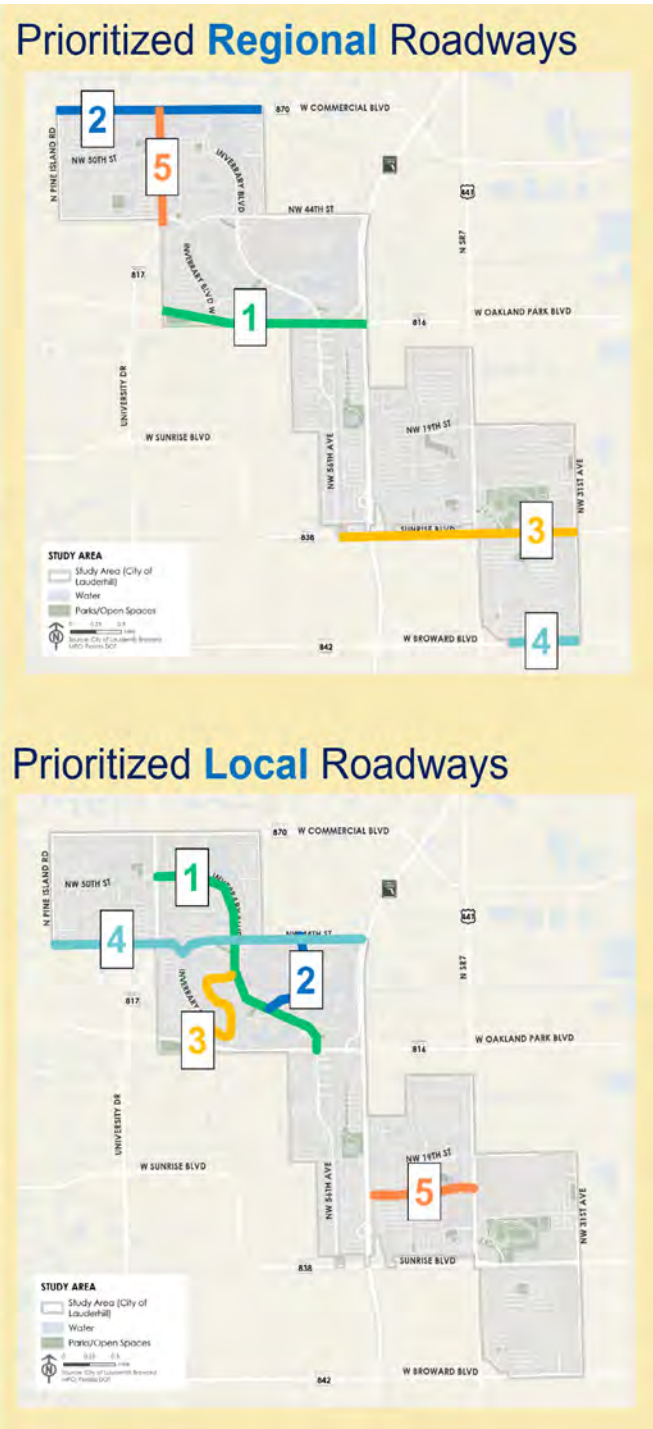
Continuous public engagement throughout the TMP’s development ensured a comprehensive understanding of community concerns, desires, and priorities. Such engagement enhanced the TMP’s relevance and usefulness. The robust engagement included web surveys, public meetings, and City Commission presentations.

Web Survey

A 10-question online survey was conducted to gauge community members’ travel behaviors, concerns, and priorities. The survey was posted on the following outlets from October 15, 2024, through January 15, 2025: City’s social media pages, City’s website, MPO’s website, MPO’s Mobility Monday weekly newsletter, and hard copies were distributed on Community Shuttles in three languages (English, Spanish, Creole).

A total of 324 surveys were completed, including 133 general comments. **On this page is a highlight of the results of the web survey.**

The complete survey results and synopsis are included in **Appendix, Section F**





Chapter 1: Planning Approach

Community Meetings

Community Meetings were instrumental in refining the TMP’s goals, pinpointing concerns and issues, and ensuring that the TMP was both responsive to and reflective of the community’s needs. Community Meetings were held during two different stages of the TMP development: prior to the selection of the Plan Study Area roadways and then after the Recommendations were identified. To expand interest in the TMP, the initial community meetings were held in conjunction with the update for City’s Parks and Recreation Master Plan.

The table below lists the Community Meeting dates, location, and topic.

Date	Location	Topic
1/9/2025	West Ken Lark Park	Community Priorities
1/14/2025	Veteran's Park	Community Priorities
1/28/2025	City Hall	Community Priorities
10/21/2025	Veteran's Park	Recommendations
11/5/2025	Environ Cultural Center	Recommendations
11/13/2025	West Ken Lark Park	Recommendations
11/18/2025	John Mullins Park	Recommendations

Community Meetings promotional materials, sign-in sheets, photos, graphics and comments are included in **Appendix, Section G**



Promotional Flyer for Community Meetings held in January 2025



BMPO Staff discuss resident concerns at Community Meeting on 1/9/2025



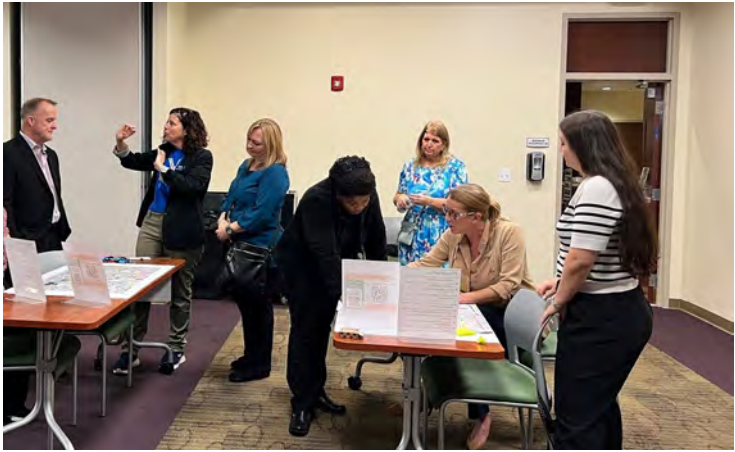
Residents view recommendations at Community Meeting 10/21/2025



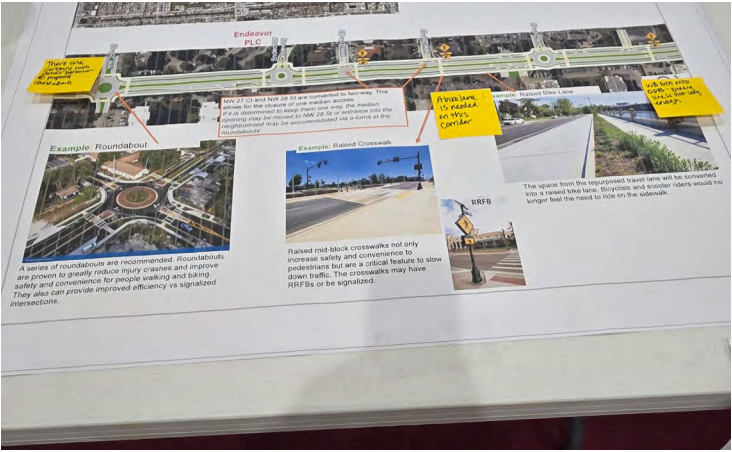
BMPO Staff present TMP purpose and goals at Community Meeting on 1/14/2025



Residents and stakeholders view recommendations at Community Meeting 11/5/2025



BMPO and City Staff discuss resident concerns at Community Meeting on 1/28/2025



Comments are written on the Recommendations for NW 56 Av



Chapter 1: Planning Approach

Data Collection and Analysis

Data collection and analysis formed the technical foundation of the TMP. Reviews of transportation studies, planning documents, and datasets provided historical context, leveraged past insights, ensured continuity with other planned improvements, and identified effective solutions. The table below lists the reviewed plans, studies, and reports.

Data Source	Description
City of Lauderhill	38 th Avenue Presentation-Lauderhill's Commercial, Arts & Entertainment District
	CRA Corridor Maps (SR-7 and Central Districts)
	CRA Corridor Plans (SR-7 and Central Districts)
	Traffic Studies (ongoing per new development applications)
	Strategic Plan 2025-2030
	Community Shuttle Counts
	Police data: citations, school zone speed study, and complaints
	Community Shuttle Route Audit and Data Reconciliation Corrective Action Report (June 2024)
	Request for Proposal (RFP) Parks and Recreation Master Plan (January 2024)
	Northwest Neighborhood Multimodal Master Plan (June 2021)*
	Comprehensive Plan Transportation Element and associated maps (August 2019)
	Traffic Engineering Agreement between the City and Broward County (Resolution 93-117)
	Traffic Studies (ongoing per new development applications)
Broward MPO	Strategic Plan 2025-2030
	Community Shuttle Counts
	Walking Audit Report – NW 19 St (2015)
	Walking Audit Report – Oakland Park Blvd (2019)
	55 th Av Multimodal Corridor Plan (2022)
	Broward Safety Action Plan (2025)
	Transportation Improvement Program (2024)
FDOT	Long Range Transportation Plan - Route to 2050 (2024)
	NW 31 st Ave Mobility Plan (December 2022)
	Roads for Economic Vitality (REV) Applications
	FY 2025 SR-7 Transit Corridor Improvements Roadway Plans
	Technical Memorandum-Pedestrian/Bicycle Safety SR 7 from NW 3 St to NW 26 St (October 2024)
	Pedestrian and Bicycle Safety Study for SR-838 from NW 47 Ave to SR9/I-95 Overpass (October 2024)
	Before/After Study Pedestrian Channelization Barrier SR 816 (Oakland Park Blvd) between NW 56 Ave and NW 55 Ave (August 2024)
	Presentation to BMPO Board-Update on Mainline Projects in Broward County June & July 2024
	SR-7 Transit Corridor Improvement Contract Plans FY 2024
	Turnpike South of I-595 to Wiles Rd Project Development and Environment (PD & E) Preliminary Report February 2024
	Desktop Safety Review for FY 2026 Resurfacing, Restoration, and Rehabilitation (RRR) Projects (December 2023)
	Desktop Review Action Summary SR-838 from NW 47 Ave to SR9/I-95 Overpass (October 2023)
	Safety Study SR-870 from University Dr to W. of Rock Island Rd (August 2023)
	Safety Review Committee Meeting Approval: Signal upgrades on NW 56 Ave/Inverrary Blvd (March 2023)
	Road Safety Audit SR-870 from SR-817 to Rock Island Rd February 2023
	Safety Study SR-838 and NW 43 Ave (November 2022)
	Safety Review Committee Meeting Approval: Roadway lighting improvements SR 816 from SR 7 to NW 31 Ave, SR 7 from NW 16 St to NW 24 St, and SR 7 from SR 816 to NW 36 St (May 2022)
	Traffic Signal Warrant Summary SR-838 (June 2021)
	Adaptive Signal Control Feasibility Study SR-838 from University Dr to SR A1A (October 2020)
Broward County	Pedestrian/bicycle Safety Review SR 817 from SR 816 to NW 44 St (November 2016)
	RSA SR 817 form NW 44 St to SR 870 (March 2015)
	Mobility Advancement Program (MAP Broward) surtax projects
BCPS	Broward County Transit Design Standards and Guidelines Manual
	Traffic Analysis Methodology Memo Oakland Park Blvd Bus Rapid Transit Corridor Study (October 2024)
Other	Low Stress Multimodal Mobility Network Master Plan (Draft 2024)
	School Boundary Maps
	Signal Four Analytics (Florida Dept. of Highway Safety and Motor Vehicles) 5-Year Crash Data (2019-2023)
	Strava Metro City Data

Northwest Neighborhood Multimodal Master Plan

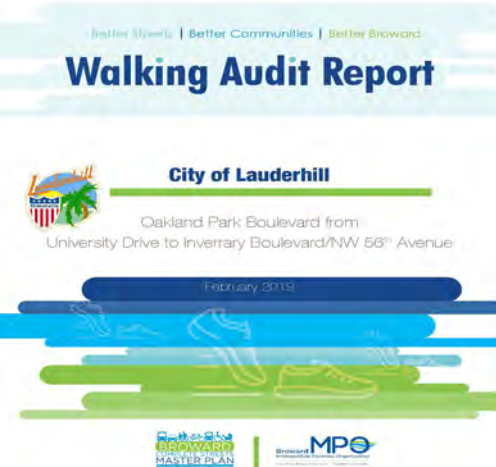
The “**Northwest Neighborhood Multimodal Master Plan**” (NNMMP) was created by the City of Lauderhill before the current Transportation Master Plan began. The NNMMP focused on a specific area of the city, bordered by Commercial Boulevard, Oakland Park Boulevard, Rock Island Road, and Pine Island Road. The NNMMP Vision was: *To increase community resilience through safe and efficient multimodal options, and provide transportation infrastructure that is inclusive, enhances connectivity, reduces congestion, provides alternatives and increases sustainability.* The data collection, findings, and recommendations from the NNMMP were considered during the development of the TMP.



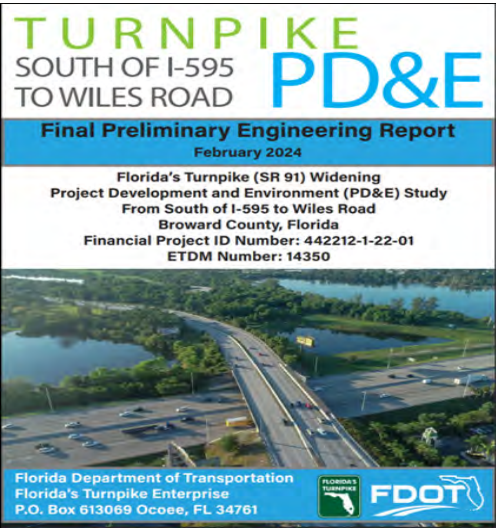
City of Lauderhill Northwest Neighborhood Multimodal Master Plan



City of Lauderhill Strategic Plan (2025 - 2030)



Broward MPO Walking Audit Report for Oakland Park Blvd



Florida Turnpike Widening Final PD&E Report for south of I-595 to Wiles Rd



Chapter 1: Planning Approach

Field Audits

Field audits were an essential component of the TMP development. They provided direct observations of the existing conditions of the City’s transportation infrastructure. Utilizing a Geographic Information System (GIS) based tool allowed for real-time, precise data collection on mobile devices. This captured detailed observations of vehicular, pedestrian, and bicyclist activity, transit stop conditions, and Americans with Disabilities Act (ADA) compliance, among other qualitative and quantitative observations.

The information gathered during the field audits was instrumental in identifying existing conditions and in making recommendations. Field Audit summaries are included in **Part 2** of this report.



Bicyclist rides on pedestrian bridge over the Florida Turnpike



Transit riders wait for bus on Sunrise Blvd; no shelter, bench, or other bus stop amenities.



Transit riders cross the road not at a designated crossing.



School crossing guard helps students cross NW 31 Av to access Dr. MLK Montessori Academy (K-5)



Pedestrian pushing stroller on sidewalk on NW 56 Av; garbage cans are a temporary obstruction.



Pedestrians cross Oakland Park Blvd despite oncoming traffic having a green light.



Bicyclist and member of Orthodox Jewish community use crosswalk to cross NW 44 St.

Chapter 2: Planning Process





Chapter 2: Planning Process

Chapter 2 describes the Planning Process for the development of the TMP. The Project Approach utilized a milestone methodology based on the “How to Develop a Transportation Plan” process described in the BMPO’s Planning Guidebook (January 2018). This methodology created data-driven, community aligned recommendations centered on the TMP Vision.

Milestone 1: Identify TMP Vision, Goals, and Objectives

The TMP’s Vision was selected at the City Staff Working Group meeting on February 22, 2024. The Vision incorporates three overarching goals identified during initial discussions with the City Staff Working Group and one-on-one discussions with the City Commission.

Vision:

The Vision of the City of Lauderhill Transportation Master Plan is to ensure the City’s transportation system is rooted in the values of family. The TMP is intended to identify improvements that create safe and family-friendly roadways, sidewalks, bike paths, and bus stops in order to in help people safely, conveniently, efficiently, and comfortably get around Lauderhill.



Leaves

Represent the goal of designing transportation facilities that accommodate users of all ages, with a particular focus on safety improvements for all age groups.

Branches

Highlight the importance of strengthening Lauderhill’s sense of community through enhancements that consider individuals with different physical capabilities.

Roots

Reflect the foundational values of safety and neighborhood livability, including the need for traffic calming, improved lighting, and safer crossings.

Goal	Objectives
Multigenerational Design transportation facilities that accommodate the needs of Lauderhill’s residents of all ages	Enhance the mobility of older residents by providing safe, easy-to-navigate transportation options.
	Design facilities to make it safer and more appealing for children to walk or bike to school.
	Enhance multimodal access to essential destinations such as places of worship, grocery stores, and doctor’s offices.
	Design non-motorized transportation facilities that accommodate larger groups, including people traveling with strollers, wheelchairs, and other assistive devices.
	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	Improve multimodal access to social and recreational facilities, such as parks, libraries, City Hall, and the City’s Performing Arts Center.
	Strengthening neighborhood connections by developing low stress, citywide bicycle and pedestrian routes.
	Improve the convenience to walk or bike to nearby destinations by reducing barriers to crossing roadways.
	Support multi-destination travel by improving pedestrian and bike access to transit stops.
	Provide facilities for people traveling together and promote safe, shared movement.
Values Develop a transportation system that is aligned with Lauderhill’s values	Ensure safety improvements consider the needs of individuals with different physical capabilities.
	Identify transportation improvements that benefit various neighborhoods.
	Advance economic growth by improving access to bus stops and providing greater comfort and amenities at transit facilities.
	Enhance opportunities for outdoor activities and strengthen links to community parks and recreational areas.
	Strengthen the resilience and comfort of transportation facilities by addressing flooding and increasing shade.
	Create safer neighborhoods by implementing traffic calming measures and improving street lighting.



Chapter 2: Planning Process

Milestone 2: Select Plan Study Area

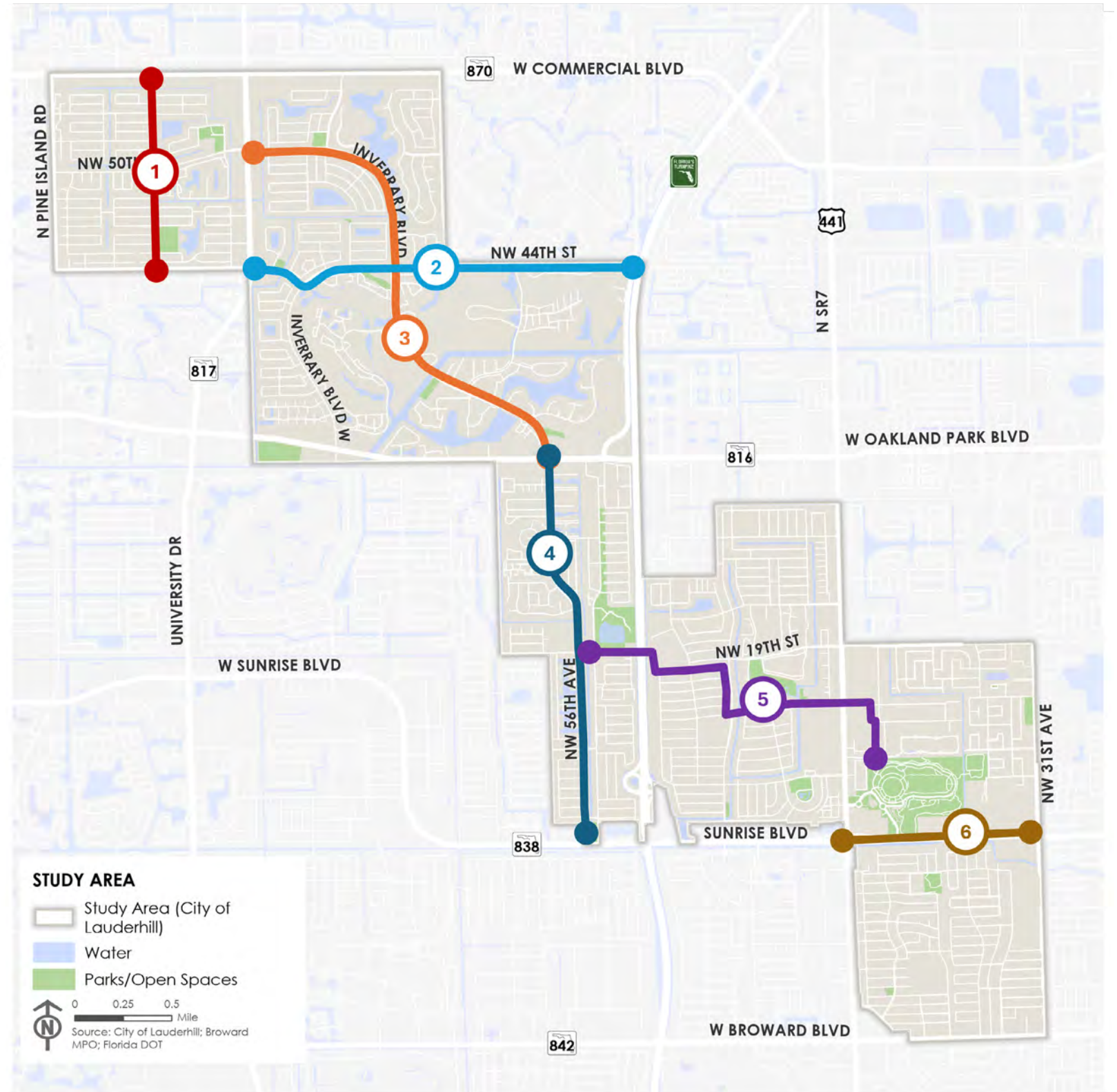
Consistent with the TMP's purpose to identify transportation projects for a select set of roadways in the City, the next milestone was the selection of the Plan Study Area. The Plan Study Area are the roadways considered critical for multimodal improvements. A maximum of six roadways could be selected for the Plan Study Area. The City Staff Working Group reviewed roadways throughout the City for consideration in the Plan Study Area. The review included numerous criteria informed by the TMP Vision, Goals, and Objectives. *The Plan Study Area Review Table is included in **Appendix, Section H**.*

The six roadways selected as the Plan Study Area are: (1) NW 82 Av, (2) NW 44 St, (3) Inverrary Blvd, (4) NW 56 Av, (5) NW 19 St to County Regional Park Route (which is a pedestrian / bicycle route comprised of a combination of roadways, including a connection via the pedestrian bridge over the Turnpike) and (6) Sunrise Blvd.

The Plan Study Area is comprised of five City-owned and one State-owned roadways. The roadways traverse the City from north to south and east to west, have various roadway classifications and intensities, connect numerous public schools and parks, and abut transit routes and diverse land uses. They are in need of both corridor and intersection improvements.

Map of the Plan Study Area roadways is to the right.

- 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 Route**
- 6 Sunrise Blvd**
US 441 to NW 31 Av





Chapter 2: Planning Process

Milestone 3: Identify Existing Conditions and Key Issues

The next milestone for the TMP was identifying the existing conditions and key issues for the Plan Study Area. The milestone utilized both quantitative and qualitative data obtained from the planning approach described in Chapter 2 including data collection and assessment, field audits, discussions with stakeholders, and public engagement feedback. Following is a description of the components of the Existing Conditions and Key Issues identification. The specific existing conditions and key issues for the Plan Study Area are listed in **Part 2**.

5-Year Injury Crash Analysis

Crash data for the 5-year period from 2019 to 2023 was retrieved from Signal Four Analytics. Signal Four Analytics is an interactive, web-based system that enables users to map and analyze crashes based on information from the Florida Department of Highway Safety and Motor Vehicles. Crash data analyzed included location of crashes, severity of injuries, roadway users, crash type, time and date, lighting conditions, roadway conditions, and a multitude of additional data. The 5-year injury crash analysis assisted in the understanding of existing conditions, and informed the recommended improvements. Maps and data from the 5-Year Crash Analysis is provided in **Part 2**. The full list of the 5-year crashes resulting in injuries are included in **Appendix, Section I**

Existing Conditions Report

To fully understand the context, challenges, and key issues for the Plan Study Area roadways the Existing Conditions Report documented the existing conditions of all of roadways within the City including: Demographic and Travel Patterns, Planned Improvements, Roadway Classification and Jurisdiction, Traffic Volumes, Posted Speed Limits, Intersection Control, Number of Lanes, Traffic Calming Elements, Bike Facilities, Transit Routes and Stops, Marked Crosswalks, Sidewalks, and Crash Locations. A copy of the Existing Conditions Assessment map series is included in **Appendix, Section J**.

Level of Traffic Stress (LTS) Map Series

The Existing Conditions Report included the calculation of the Level of Traffic Stress (LTS) for all roadways in the City. LTS is a measure of bicycle and pedestrian quality of service. The LTS scale is defined by the type of user that finds the facility comfortable and quantifies quality of service into four numerical categories: LTS 1 (a very low-stress facility), LTS 2 (a low-stress facility), LTS 3 (a stress level facility), and LTS 4 (a high-stress facility). The FDOT “2023 Multimodal Quality/Level of Service Handbook” considers the following criteria to determine LTS: facility type, width, and continuity; vehicular posted speeds; vehicular volumes; and separation from traffic. A copy of the Bicycle and Pedestrian LTS Maps are on the following pages.



A scooter rider on the sidewalk on Sunrise Blvd, approaching the Swap Shop pedestrian bridge. Sunrise Blvd has both a **Bike and Pedestrian LTS 4**, because of several high stress factors including lack of a bicycle facility, the number of vehicular travel lanes, the speed of traffic, and the roadway volume.

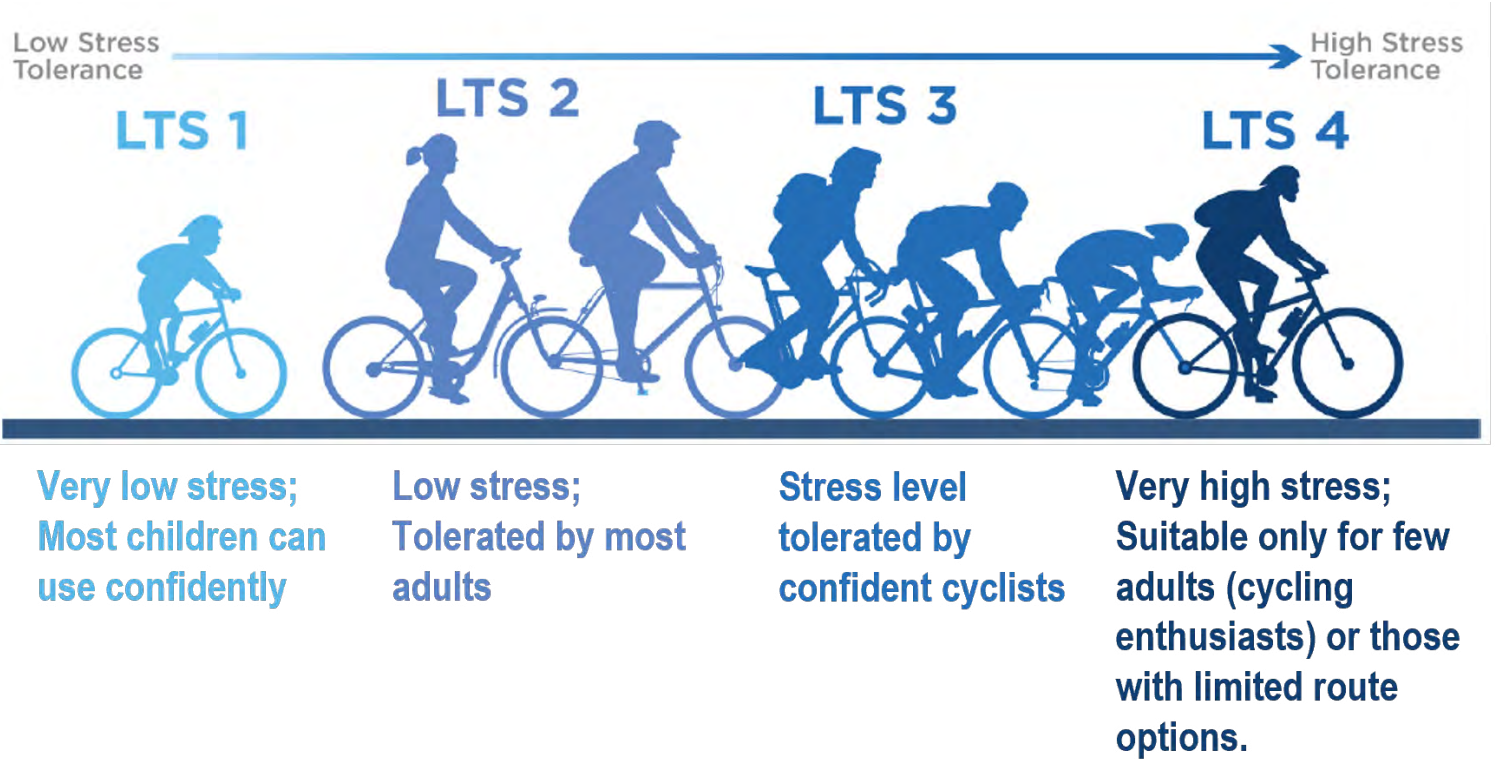
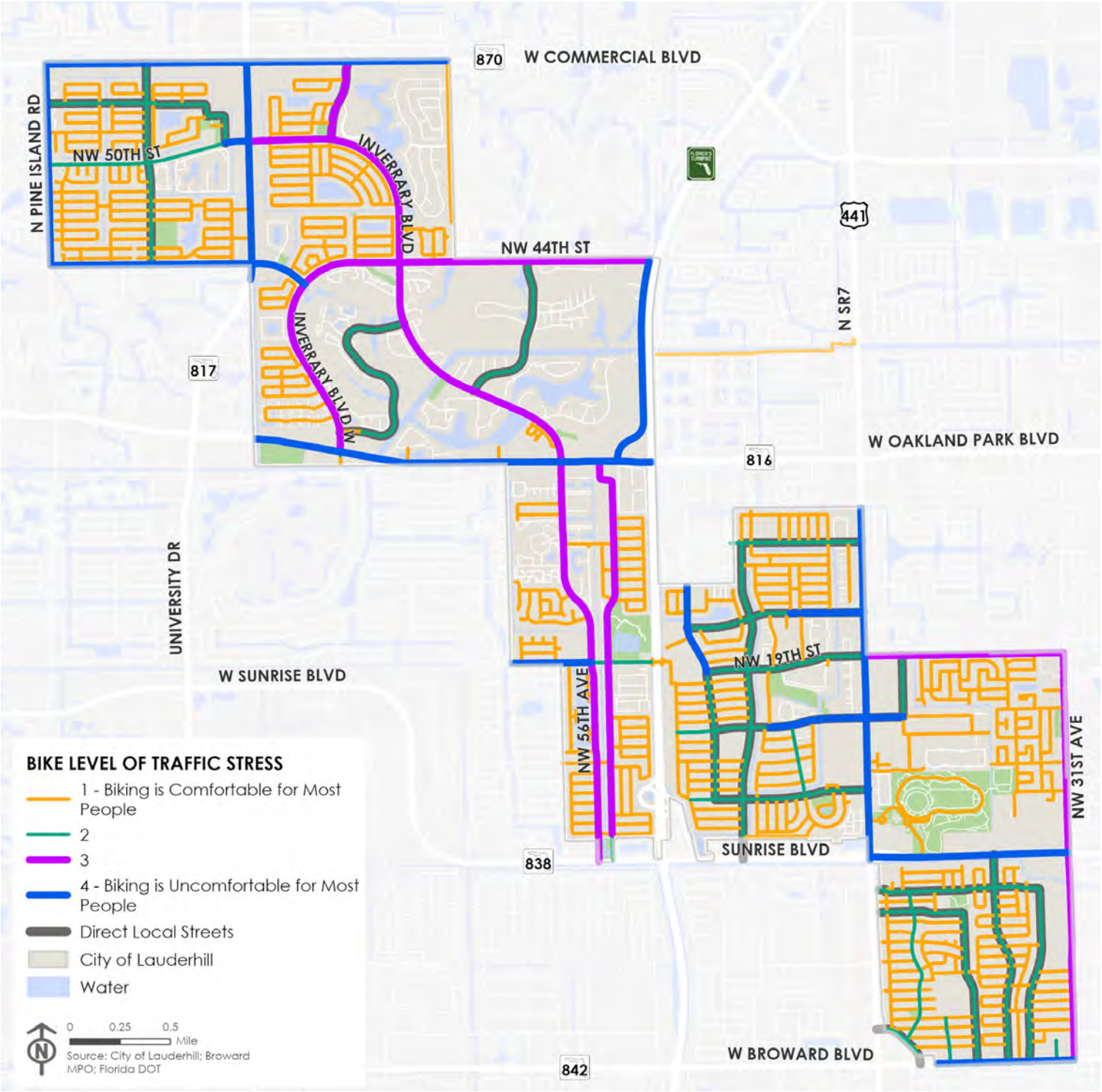


A bicyclist rides on the sidewalk on NW 56 Av, approaching NW 21 St. All of NW 56 Av has **Bike LTS 3**, because of several high stress factors including lack of protection / buffer and roadway volume. While avid cyclists may choose to ride in the travel lanes, many bicyclists were observed riding on sidewalks in this location.



Chapter 2: Planning Process

Bike Level Of Traffic Stress Map

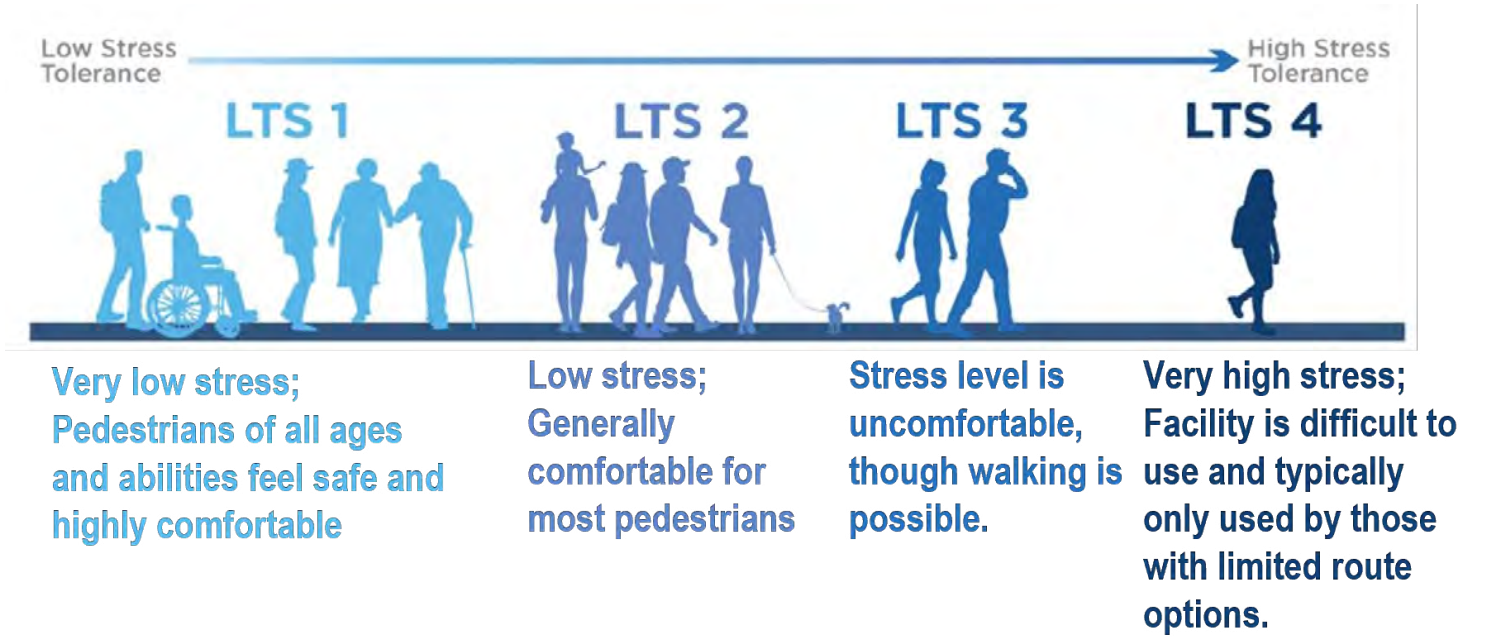
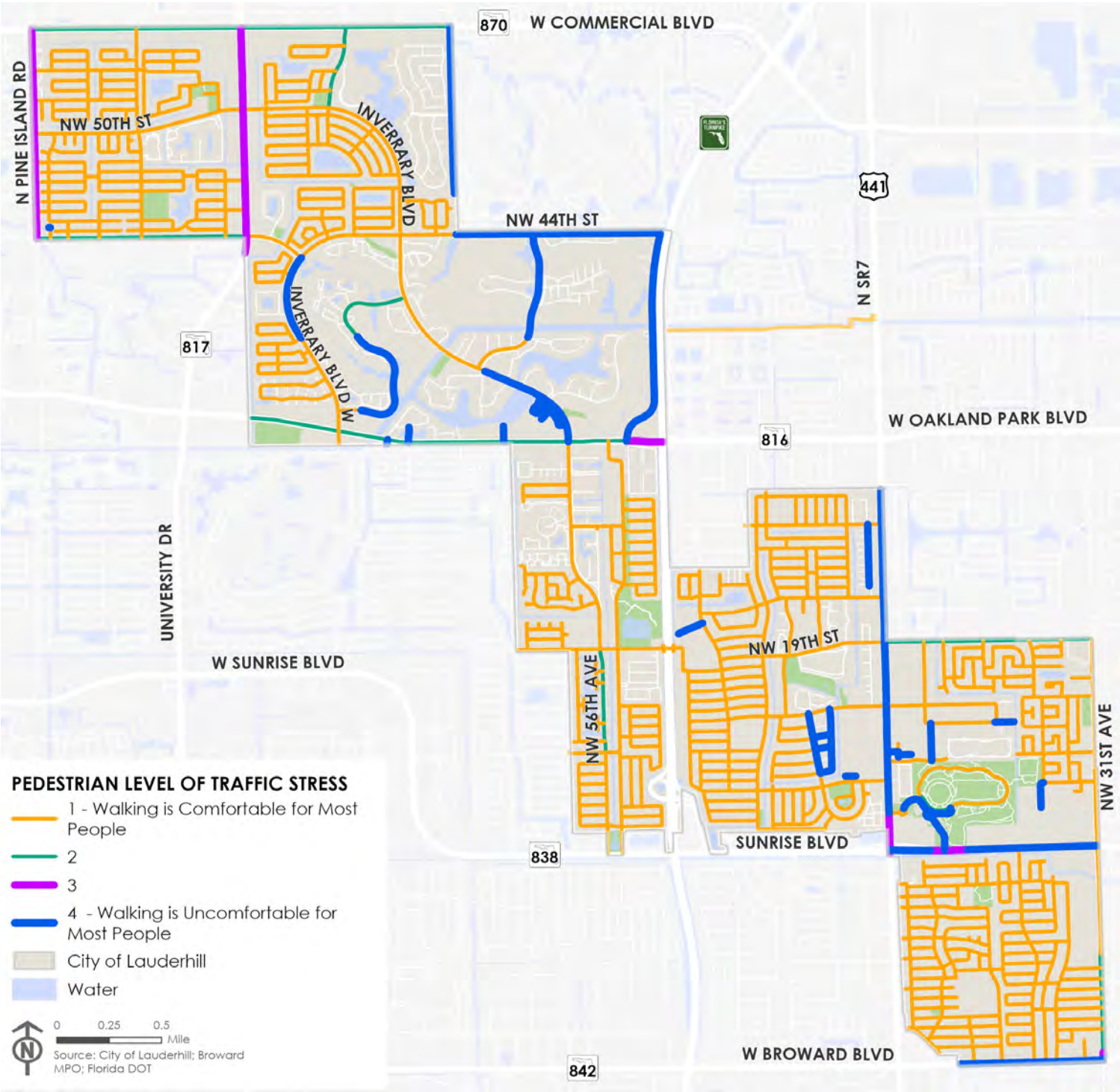


Map Disclaimer:
LTS helps measure biking stress, but there are many other conditions which may impact a person's level of comfort when biking. For example, observed speeds of people driving on the roadway, conditions of the infrastructure, the number of driveways that interrupt the bike path, and width or type of separation from vehicles can also impact user comfort. The "stress" caused by these conditions is not included in the LTS assessment or map.



Chapter 2: Planning Process

Pedestrian Level Of Traffic Stress Map



Map Disclaimer:
LTS helps measure pedestrian stress, but there are many other conditions which may impact a person's level of comfort when walking or using a wheeled mobility device. For example, observed speeds of people driving on the roadway, conditions of the infrastructure, the number of driveways that interrupt the sidewalk, and width or type of separation from vehicles can also impact user comfort. The "stress" caused by these conditions is not included in the LTS assessment or map.



Chapter 2: Planning Process

Milestone 4: Evaluate Potential Solutions

The next milestone in the TMP development was selecting and evaluating potential solutions for the Plan Study Area. The solutions included proven safety countermeasures, best practices for speed management, and other complete street improvement strategies intended to mitigate the existing conditions for the Plan Study Area roadways. Potential solutions were identified for each of the Plan Study Area roadways. The solutions ranged from low-cost non-structural improvements, including adding marked crosswalks over side streets, to much more complex projects, including lane repurposing. The potential solutions were evaluated by the City SWG at the meetings held on: 5/15/2025, 7/31/2025 and 8/14/2025.

Alignment with the TMP Goals and Objectives

The following table lists the goals and the evaluation criteria. The Potential Solutions Assessment Table, which evaluated the potential solutions based on the listed criteria, is included in **Appendix, Section K**.

Goal	Evaluation Criteria – Does the Potential Solution
Multi- generational	Support safer & more comfortable access crossings for all ages & abilities?
	Support safer & more comfortable access to K-12 schools?
	Support safer & more comfortable access to goods & services?
	Improve wayfinding for people walking or biking?
	Increase visibility of people walking or biking?
	Reduce conflicts at intersections or crossings?
Community	Support safer & more comfortable access to social & recreational destinations?
	Provide space for side-by-side walking or riding?
	Reduce distance to a destination?
	Close a gap in the multimodal network?
	Increase separation from traffic for people walking or biking?
Values	Support safer & more comfortable access to bus stops?
	Increase comfort at bus stops?
	Improve safety & comfort for walking & biking for exercise?
	Slow traffic?
	Address environmental needs?
	Support placemaking?
	Support safer & more comfortable walking and biking at night?

Stakeholder Coordination

The potential solutions were vetted in meetings with the City Staff Working Group (SWG), Broward County, FDOT, Broward County Public Schools, and the City of Sunrise. Further, the potential solutions were presented at a City Commission Workshop. Feedback received from stakeholder meetings included the viability or impacts of the solutions, as well as identifying additional approvals or studies that may be needed. Please refer to **Chapter 1** (Planning Approach - Collaboration) for meeting dates and appendix information.



Pedestrians walking along NW 49 Av, crossing roadway at NW 16 St



Chapter 2: Planning Process

Milestone 5: Refined Recommendations

Based on the feedback from assessment of the Potential Solutions, Milestone 5 was the development of refined recommendations for the Plan Study Area. The refinements varied from minor adjustments, such as recommending raised crosswalks (versus raised intersections), to several significant refinements. *Examples of significant refinements are:*

- **Inverrary Blvd:** Initially the solution for the entirety of Inverrary Blvd was lane repurposing from 4-lanes to 2-lanes. Based on feedback from the City SWG, including the potential redevelopment of the Inverrary Golf Club, the recommendation for south of NW 44 St was refined to maintaining the existing travel lanes and replacing the bike lanes with shared use paths or widened landscaped buffers.
- **Sunrise Blvd:** The potential solutions for this roadway included a Restricted Control U-Turn (“RCUT”). However, this would have required modifying the access to / from Broward Estates via NW 34 Av. Therefore the recommendation was refined to safety enhancements at NW 34 Av, with tightening of curb radii at the Swap Shop entrances.

The resulting recommendations, which are presented graphically and as detailed scopes-of-work in Part 2, represent a variety of transportation projects situated within the right-of-way. The recommendations are planning-level concepts that reflect the roadways and surrounding conditions (including anticipated redevelopment). The planning-level concepts noted locations, materials, signalization, and similar details that may be further modified during project design. Additionally, some of the recommendations require further studies or approvals by the facility owners. These may be required before or during project design. The anticipated list of further studies is also included in Part 2.

Stakeholder Coordination

The refined recommendations were presented in meetings with the City SWG, Broward County, and FDOT. Discussions also included alignment with community feedback and identifying the path forward for facility owner approvals and project implementation. *Please refer to **Chapter 1** (Planning Approach - Collaboration) for meeting dates and appendix information.*

Public Engagement

The refined recommendations were presented to the community at a series of Community Meetings. This engagement allowed for in-depth discussions on recommendation rationale, recommendation features, and identification of potential further refinement during project design. *Please refer to **Chapter 1** (Planning Approach - Collaboration) for survey and meeting dates and appendix information.*

Cost Estimates

Planning-level cost estimates were developed for each of the Plan Study Area recommendations. The cost estimates were prepared using a bottom-up approach, which considered unit cost for key construction components required to construct or install the concept’s improvements based upon FDOT Historical Item Average Unit Cost History for Broward County (Area 12), from 10/1/2024 to 9/30/2025, unless otherwise noted. The costs were then adjusted for quantities as well as rounded up for planning purposes.

The cost estimates include construction costs, mobilization, maintenance of traffic, preliminary engineering/design and construction engineering and inspection, and additional contingency for project unknowns. The cost estimates are based on the planning-level analysis and represent typical or prototype improvements. It is anticipated that the costs will be further refined during future project development. The cost estimates are included in Part 2.



Two pedestrians ride a scooter on the sidewalk of NW 56 Av

Chapter 3:

Plan Study Area





Chapter 3: Plan Study Area

Plan Study Area

Part 2 of the TMP report presents detailed information about the Plan Study Area, as well as general recommendations applicable to all Plan Study Area roadways.

Part 2 is organized as follows:

Chapter 4: NW 82 Av

Chapter 5: NW 44 St

Chapter 6: Inverrary Blvd

Chapter 7: NW 56 Av

Chapter 8: NW 19 St to Central Broward Park

Chapter 9: Sunrise Blvd

Information in Part 2

The following information is provided for the Plan Study Area:

- Description of roadway or route context
- Key issues and objectives
- Existing conditions table
- Summary of feedback from the initial public engagement
- Field audit photographs
- 5-year injury crash maps and trends
- Recommendations: Map and Planning-Level Scope-of-Work
- Recommendations: Illustrative graphics
- Planning-Level Cost Estimates

General Recommendations

In addition to the Plan Study Area roadway specific recommendations / Scopes of Work provided in Chapter 4 through Chapter 10, the TMP also identifies a group of General Recommendations. The General Recommendations are applicable to the Plan Study Area roadways but should also be considered for similarly situated roadways throughout the City. The General Recommendations fall into four categories:

Boundary Intersections Toolkit, Quick Build Improvements, Transit Improvements, and Lighting Improvements.

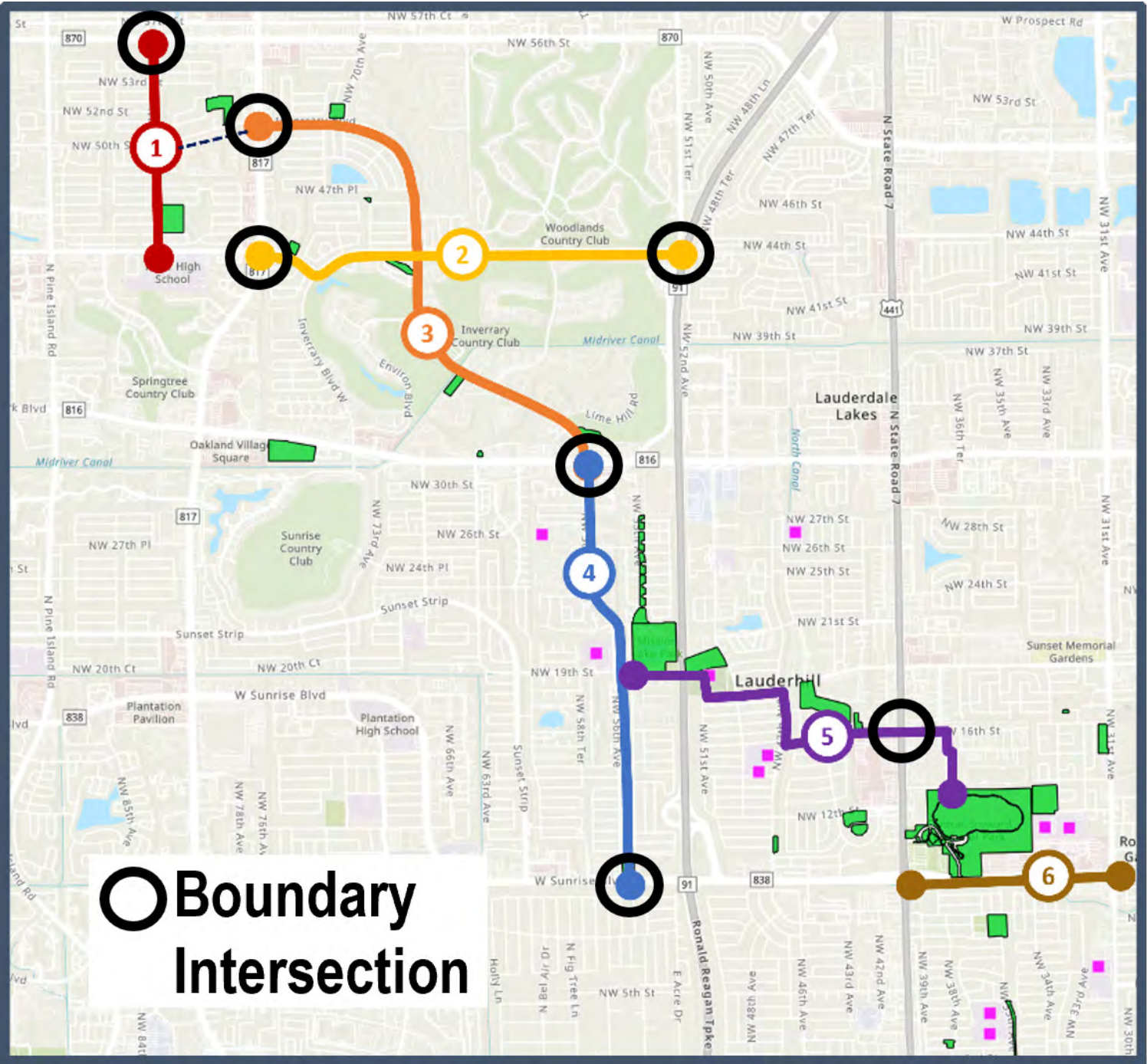
Boundary Intersection Toolkit

One of the significant challenges to creating a safe, connected transportation system in Lauderdale, especially for people walking and biking, are the intersections with major arterial roadways. These are called **“Boundary Intersections”** because they are where a city road intersects with a state or county road.

A map of the Boundary Intersections is shown on the right side of this page.

Sometimes a Boundary Intersection is the natural end point for a road in the Plan Study Area, like the intersection of NW 56 Av and Sunrise Blvd. Other times, these intersections are important links that connect two different city roads, like the intersection of Inverrary Blvd and University Dr.

Boundary Intersections





Chapter 3: Plan Study Area

The TMP does not include specific recommendations for the Boundary Intersections, with the exception of NW 82 Av at Commercial Blvd.

In lieu of intersection-specific recommendations, the general recommendations includes the **Boundary Intersections Toolkit**. This toolkit is designed to be flexible; its recommendations can be implemented either as part of larger corridor projects or as standalone projects to improve safety and connectivity. The toolkit focuses on three key areas: **Walking Improvements**, **Biking Improvements**, and **Turning Speeds**. Below is the Boundary Intersections Toolkit.



To walk from Inverrary Blvd to NW 50 St pedestrians must cross over eight lanes of traffic on University Dr

	Boundary Intersection Toolkit
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)

Quick Build / Near Term Improvements

Quick build projects are built with materials like paint, signs, and pavement markings to implement projects in a shorter time and at a lower cost compared to traditional methods. Quick build projects enable cities to test new project types or locations before a major investment. By giving the neighboring residents a direct, hands-on experience, these projects can also build support and enthusiasm for new or unfamiliar ideas. Furthermore, they provide valuable data on project outcomes, which helps shape future policy and design.

Similar to Quick Build projects, Near Term projects are small scale construction projects, such as adding median caps, speed humps, or permanent crosswalks.

Opportunities for quick build or near term improvements for the Plan Study Area roadways were identified to assist the City in developing projects that can be implemented at a lower costs or quicker time frame, versus a traditional roadway project. The TMP does not include Scopes of Work for the Quick Build / Near Term Projects, but the **graphics included in Appendix section M** depict projects that may be further defined in Scopes of Work.



Example of a 4-way intersection converted into a Quick Build Roundabout. Low-cost materials utilized included paint, pavements markings, flexible bollards, and signage.

Chapter 3: Plan Study Area

Transit Stops

To support existing and future transit users, the City should consider the following as it implements the Transportation Master Plan:

- **Transit Stop Access:** Ensure safe and easily accessible bus stops for all, with features like ramps or other accommodations for people with mobility impairments. Surrounding sidewalks and waiting areas should be designed to accommodate expected ridership levels.
- **Pedestrian Crossings:** Place pedestrian crossings close to transit stops, ideally behind departing transit vehicles, to enhance visibility and safety for pedestrians.
- **Bike Parking:** Provide long-term bike and micromobility storage, such as bike cages, lockers, or shelters, at major mobility hubs or where demand for bike parking may be high such as along State road 7 (US 441) or future premium transit locations. These storage facilities can also include charging stations for e-bikes and other plug-in vehicles.
- **Making Transit Stops Safe and Comfortable:** Within Lauderhill, the availability of amenities that make people feel safe and comfortable at each stop varies. Along State Road 7 and Oakland Park Blvd, most transit stops provide a route designation sign, a bench, a trash can, and a few have transit shelters. However, some transit stops only provide a route designation sign such as at the Route 81 stop 2083 at Oakland Park Blvd and Inverrary Blvd.
- **At All Stops:** To feel safe and comfortable, all transit stops should provide a route designation sign, ample waiting area for the expected demand, a bench to provide a place to rest, and ADA compliant pedestrian access. In addition, adequate lighting at transit stops enhances personal safety and security, particularly during nighttime travel. Ideally, all stops would also provide refuse bins to maintain the cleanliness of the stop and contribute to a feeling of safety. At a minimum, these should be provided at the highest demand stops.
- **At High Demand Stops:** At the highest demand stops or where projected ridership is expected to increase due to increases in route service, bus shelters can help shield people from the weather by providing shade and a place to wait out storms.
- **Helping people navigate:** Posted information about arrival and departure times, routes serving the bus stops, system maps, and other system information help users find their way through the transit system. Real time information about delays or upcoming departures can help passengers make informed choices.



The bus stop at the SE corner of NW 44 St and Inverrary Blvd is for both BCT Route 81 and Lauderhill Community Shuttle Routes 3 and 4. Without a shelter, there is no protection from rain or sunshine.



Chapter 3: Plan Study Area

Lighting Improvements

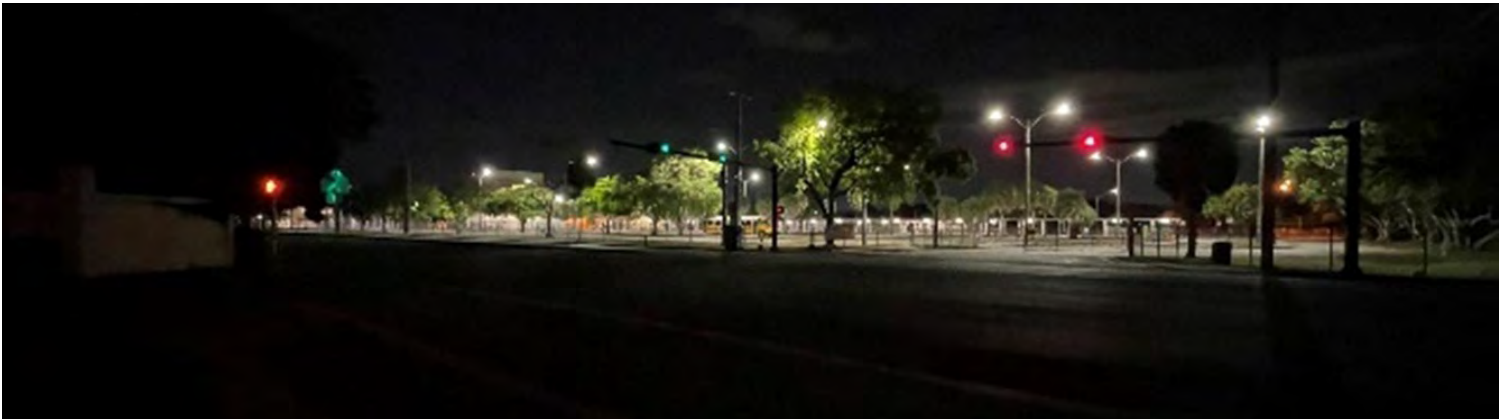
During the initial Public Engagement, residents frequently expressed concerns about street lighting, both in terms of roadway safety and multimodal comfort.

On March 25, 2025 from 8:00 p.m. to 9:30 p.m. a lighting review of the Plan Study Area was performed (the sunset time was 7:34 p.m.). The review assessed the current lighting levels and lighting needs. The results of the Lighting Review are included in **Appendix N**.

The Lighting Review’s recommendations are listed in the following table. These lighting improvements, which include on-going maintenance, can be implemented as stand alone projects and should be considered for other areas of the City.



NW 44 St at Inverrary Blvd West: Looking West from the NE corner sidewalk. There is a crosswalk over the North / East Leg of the intersection. However, there is no lighting for the crosswalk, leaving it fully dark.



NW 82 Av at NW 44 St: Photo from NW corner of intersection shows the only illumination is from Piper High School.

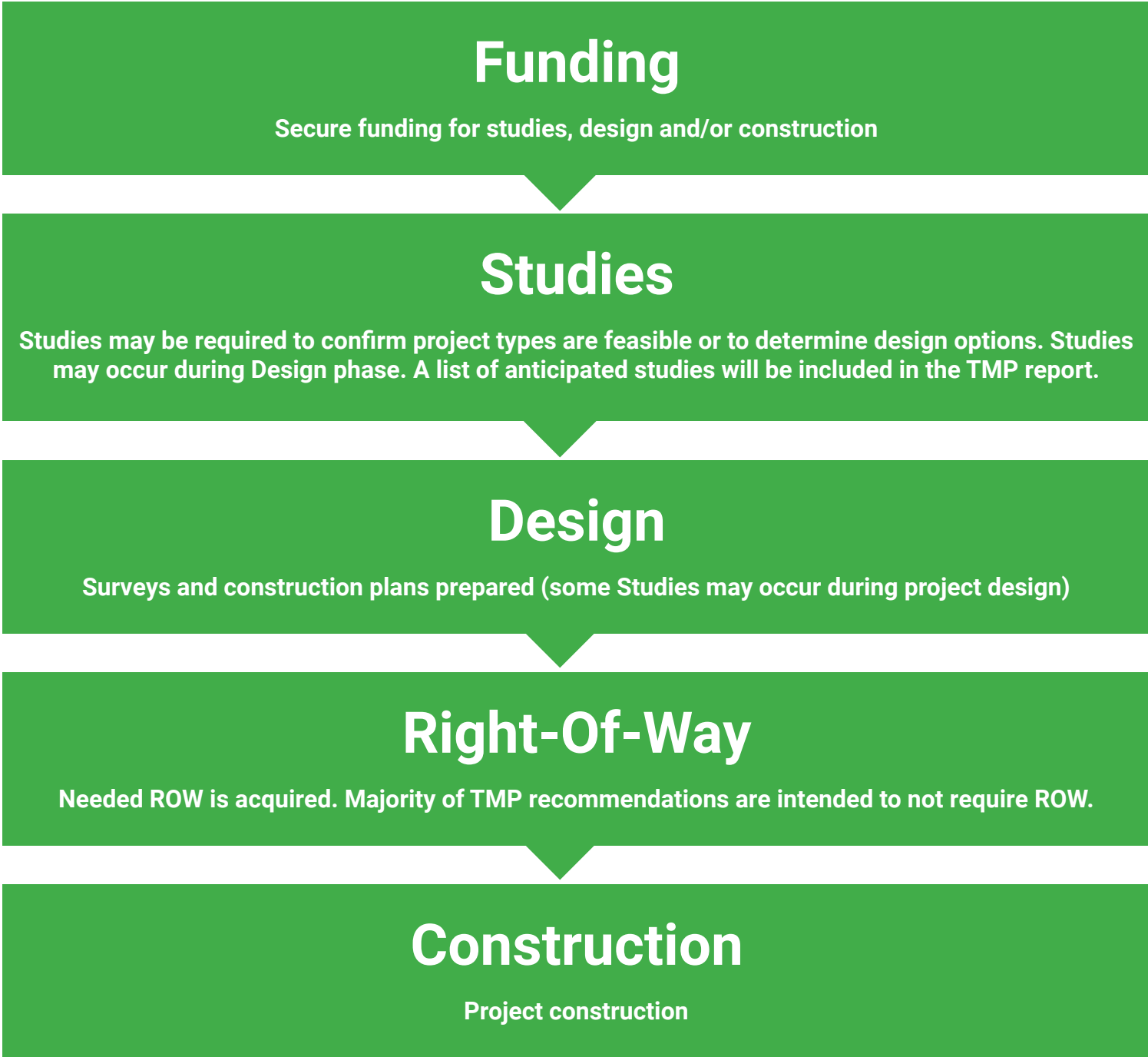
Lighting Improvements	
NW 82 Av	• Corridor: Upgrade the upgrading the existing light poles to LED lights and adding pedestrian light assemblies (decorative) with LED lighting on the East side of the corridor. • Intersection at Commercial Blvd: Add roadway and pedestrian lighting on the south side to illuminate the sidewalk and crossing. • Intersection at NW 44 St: A full lighting analysis at this intersection to bring it up to compliance. Add light poles on all four corners not just for the intersection but for the pedestrians.
NW 44 St	• Corridor: Upgrade lighting fixtures to LED’s for better lighting levels and illumination and maintenance. Consider adding pedestrian light assemblies (decorative) with LED lighting on the south side of the corridor. • Intersection at Inverrary Blvd West: Add light poles to the NE and SE quadrants of the intersection to illuminate the crosswalks.
Inverrary Blvd	• Corridor: Maintain existing fixtures, consider updating to LED. Consider adding pedestrian light assemblies (decorative) with LED lighting along the corridor.
NW 56 Av	• Corridor: Maintain existing fixtures, consider updating to LED. Repair the pedestrian lighting on the west side of the road.
NW 19 St to County Regional Park	• Corridor: Repair all broken lighting fixtures / maintain existing fixtures.
Sunrise Blvd	• Corridor: Consider adding pedestrian light assemblies (decorative) with LED lighting along the corridor.



Chapter 3: Plan Study Area

TMP Recommendations: Next Steps

The recommendations listed in Part 2 are considered *Planning Level Concepts*. While planning is a vital step in developing transportation projects, the City will need to undertake the following next steps to implement the recommendations.



Additional Plans and Studies

Below is the list of plans or studies which may be required. While the list is intended to be comprehensive of all additional plans and studies, it is possible that the roadway owners may require additional plans or studies. Several studies, as noted below, will need to be undertaken in accordance with the referenced sections of the Florida Design Manual (“FDM”).

- **Roundabout Installation:** Intersections where roundabouts are proposed may require Independent Cost Estimates (ICE) analysis complete with benefit-to-cost analysis prior to design. A conceptual design depicting impacts will be needed for adjacent property owner and other stakeholder impacts and will be used for preparing opinion of probable costs.
- **Midblock Crossings:** Broward County will require a pedestrian study regardless of context. Pedestrian study should follow the process outlined in Florida Traffic Engineering Manual Section 5.2.6. Existing lighting must be present, or lighting should be installed; lighting must adhere to FDM Section 231 Lighting Table 231.2.1.
- **Bus Stop Relocations / Modifications:** All bus stop relocations must be coordinated with Broward County Transit. See FDM Section 225 Transit for design recommendations. Recommend reviewing Public Right-Of-Way Accessibility Guidelines (PROWAG) for adherence.
- **Painted Bike Lanes.** Green painted bike lanes must be coordinated with FDOT on all state-owned facilities. Green paint may be applied in areas highlighted in FDM Section 223 Bicycle Facilities 223.2.1.4. The use of green-colored pavement markings on state-owned facilities requires the approval of the FDOT District Design Engineer through Project Suite’s Design Approval Request Process.
- **Lane Repurposing.** The lane repurposing process should follow the process and guidance as outlined within FDM 126 Lane Repurposing Projects and as outlined within FDOT’s Lane Repurposing Guidebook. A study should be performed in accordance with an agreed-upon methodology with the facility owner. The study should include, at minimum, existing peak hour and daily traffic volumes, forecasted traffic volumes based upon a validated subarea travel demand model, existing and future 24-hour, peak-hour, and/or peak period level-of-service analysis, an evaluation of potential network diversions caused by a lane repurposing, historical and future multimodal safety conditions with/without the lane repurposing, and a multi-faceted benefit/cost evaluation.
- **Speed Adjustments.** It is recommended that a speed study be coordinated with a conceptual design. Conceptually designed geometric improvements must be able to effectively reduce roadway design speed down to proposed target speed. Strategies and guidance can be found within FDOT FDM Section 202 Speed Management.
- **Signal Modifications.** It is recommended to collect turning movement counts (TMCs) and prepare operational analyses for all signal modification studies. Signal operational analyses should consider potential impacts to upstream and downstream signals, or the signal system and system timings should be evaluated for update. All proposed signal modifications will require coordination with Broward County, the agency responsible for signal management. For all signal modification designs, it is also recommended to review existing lighting at intersection.

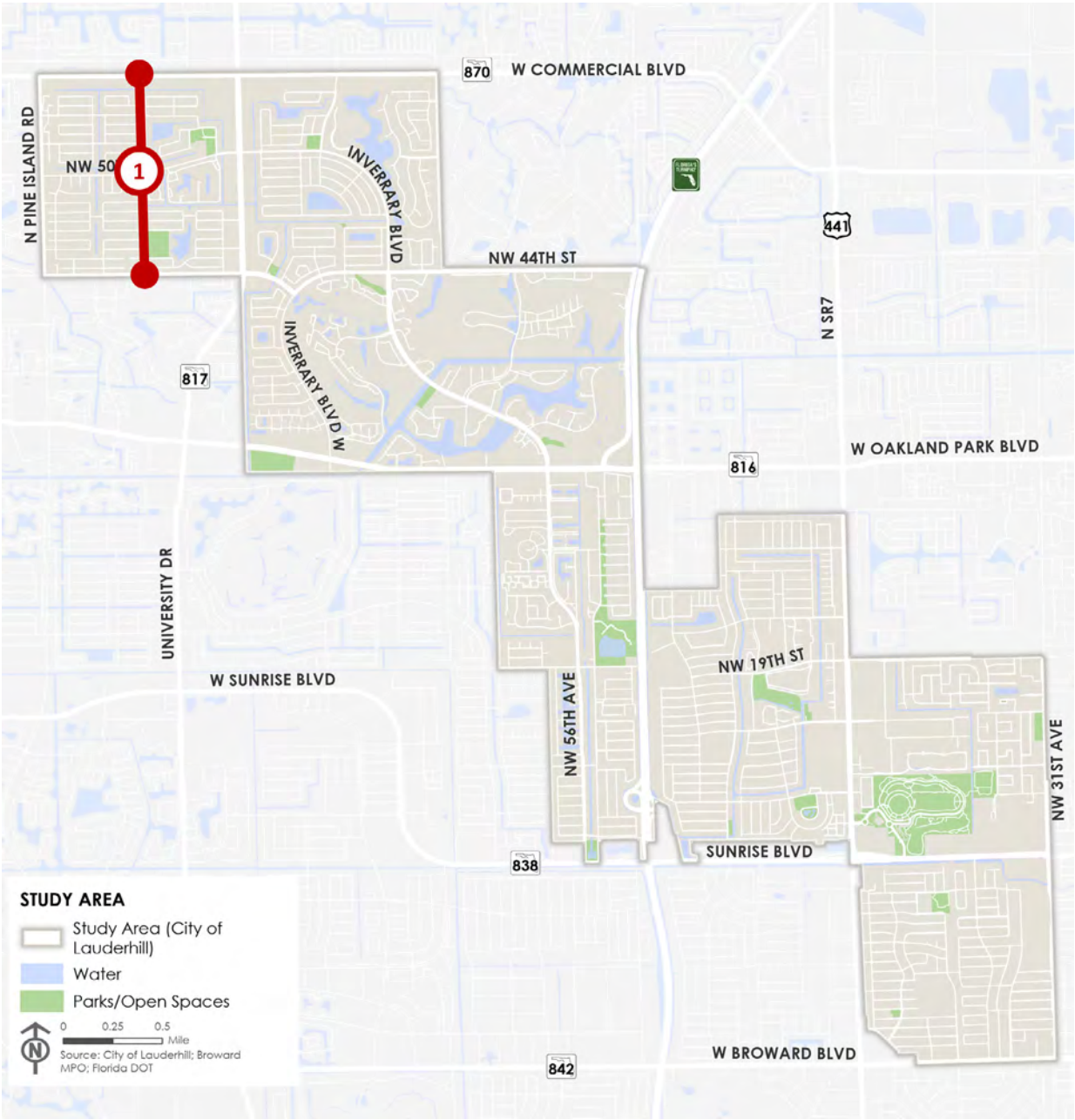
Chapter 4:

NW 82 Avenue



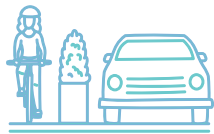


Chapter 4: NW 82 Avenue

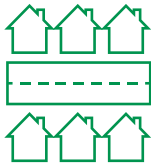


NW 82 Av is a two-lane road that runs north and south through a neighborhood in northwest Lauderdale. It connects Commercial Blvd on the north end to NW 44 St on the south end. Because of this direct connection, residents have expressed concern about drivers using the street as a shortcut. The area mostly has single-family houses, with one townhouse development. Westwind Park is located along the road, and Piper High School sits at the southern end, bringing lots of student foot traffic. The road has sidewalks on both sides, streetlights, and a few speed bumps to help keep cars slow. There are no bike facilities. The speed limit is 25 miles per hour.

Key Issues & Objectives



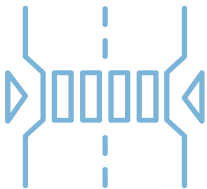
Improve comfort and safety for all roadway users



Gateway transition onto neighborhood roadway



Enhance bicycle facilities



Increase crosswalks



Traffic Calming



Enhancements for walk and bike to school activity



Chapter 4: NW 82 Avenue

Existing Conditions

NW 82 Av Roadway Owner	City ■ Intersection at Commercial Blvd = Broward County ■ Intersection at NW 44 St = City of Sunrise (Partial)
Functional Classification	Local
Posted Speed Limit	25 MPH
Speed Studies	6/3/2024 – 6/7/2024 @ NW 44 St (Piper HS School Zone): 29.5% speeding in AM; 57% speeding in PM
Traffic Volume (2024)	Not available
Number of lanes	2
Signalized Intersections	1 = NW 44 St
High Injury Network	Intersections at Commercial Blvd and NW 44 St
High Risk Network	Intersection at Commercial Blvd
Bike Level of Traffic Stress	2
Walk Level of Traffic Stress	1
Parks	Westwind Park
School / Childcare	Piper HS (including heavy walk to school activity)
Other Pedestrian Generator	None
Age 55+ Housing	None
BCT Routes	55 at Commercial Blvd
Community Shuttle Routes	None
Redevelopment	Vacant parcels on Commercial Blvd
Access Management Issues	Provides a direct connection between two major roads ■ Driveways for single family homes in west ROW adjacent to NW 51 St ■ Uncontrolled intersection at Commercial Blvd (allows LT both in and out) ■ Signalized intersection at NW 44 St has unprotected LT only
Planned Improvements	City has prepared design for improvements on NW 50 St (crossroad)
Bike Facilities	None
Sidewalks	Continuous, curbed 5 ft sidewalks
Mid-Block Crosswalks	None
Observations	Bike Riding Bike riding on sidewalks ■ Bike riding against traffic ■ E-Scooters including on sidewalks
	Walking or Sidewalks Heavy walk to school activity from Piper HS at NW 44 St and along NW 82 Av, including students walking in the roadway ■ Most students observed walking in eastern sidewalk ■ Observed students walking to Westwind Park ■ No sidewalk extensions at side street intersections
	Crossing Roadway or Crosswalks No crosswalks over side streets ■ No designated crosswalk to Westwind Park ■ No crosswalks over Commercial Blvd ■ No crosswalk in western leg at NW 44 St (Students observed crossing in that location)
	Other Roadway provides direct connection from Commercial Blvd to NW 44 St ■ Some traffic calming / speed humps ■ Roadway dark at night ■ Abundant shade trees in east ROW ■ Vehicular and Pedestrian entrances to Westwind Park ■ Memorial Marker for fatality located in NW corner at NW 44 St

Public Engagement October 2024 to January 2025

Community Priorities Survey

11 Responses from zip code 33351



55%

Speeding or Dangerous Driving as #1 concern

Prioritized Regional Roadways

#1 Commercial Blvd
#2 Pine Island Rd
#3 University Dr



Priority Destinations to walk or bike to

#1 Parks or Library

Prioritized Local Roadways

#1 NW 82 Av
#2 Inverrary Blvd
#3 NW 44 St

Community Meetings

“

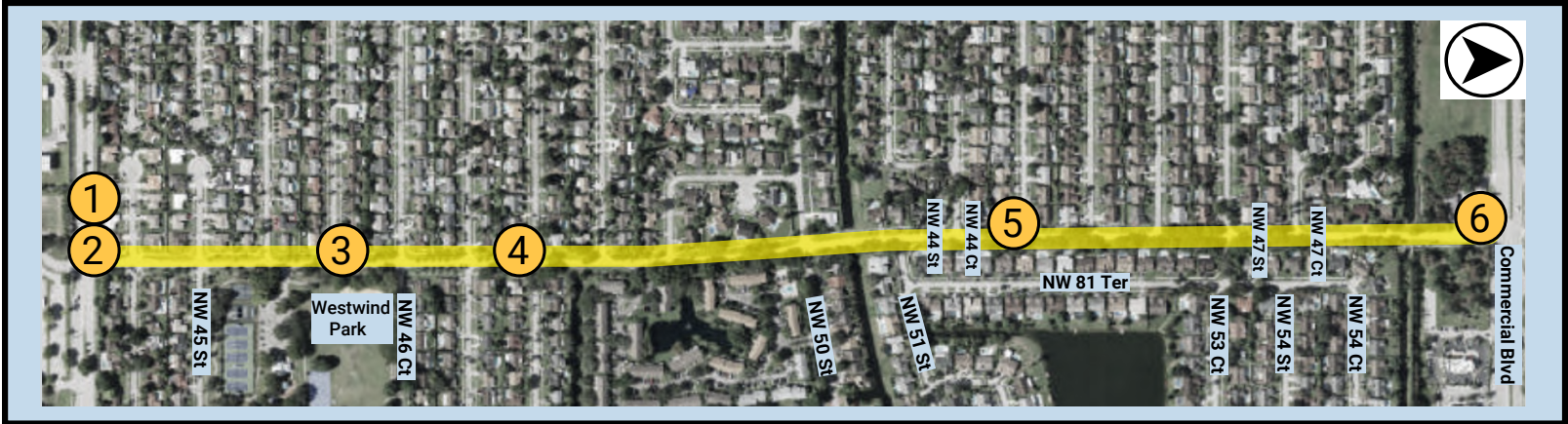
- NW 82 Av between Commercial Blvd and NW 44 St (make Priority)
- Lighting needed / whole area better street lighting
- Speed and no one pays attention to the 4-way stop (at NW 50 St) - would want roundabouts (drew 3 locations: NW 53 St, NW 50 St, and NW 47 Ct)
- At NW 44 St: There is no LT signal (it is permissive only) and the SB to EB LT drivers are very aggressive and do not wait for pedestrians who are crossing the street. Resident advised she was involved in an injury crash at this intersection.
- At Commercial Blvd: Must have a traffic light, must be done, a nightmare
- At Commercial Blvd: Want a signalized intersection (to allow left turns out) but have been told “no” several times.
- For Westwind Park: Uneven sidewalk; other ADA improvements needed to access park
- A lot of older residents who have mobility issues, seniors want to be able to walk to the park

”



Chapter 4: NW 82 Avenue

NW 82 Avenue Field Audit Observations



No marked crosswalk in the western leg of the intersection at NW 44 St. Also visible is signal allowing only Unprotected Left Turns.



Students from Piper High School crossing through eastern leg of intersections at NW 44 St while driver turns left into the crosswalk



No marked crosswalk to Westwind Park or on side streets, bicycle riding on sidewalk



Speed humps throughout the corridor



Shade throughout the corridor

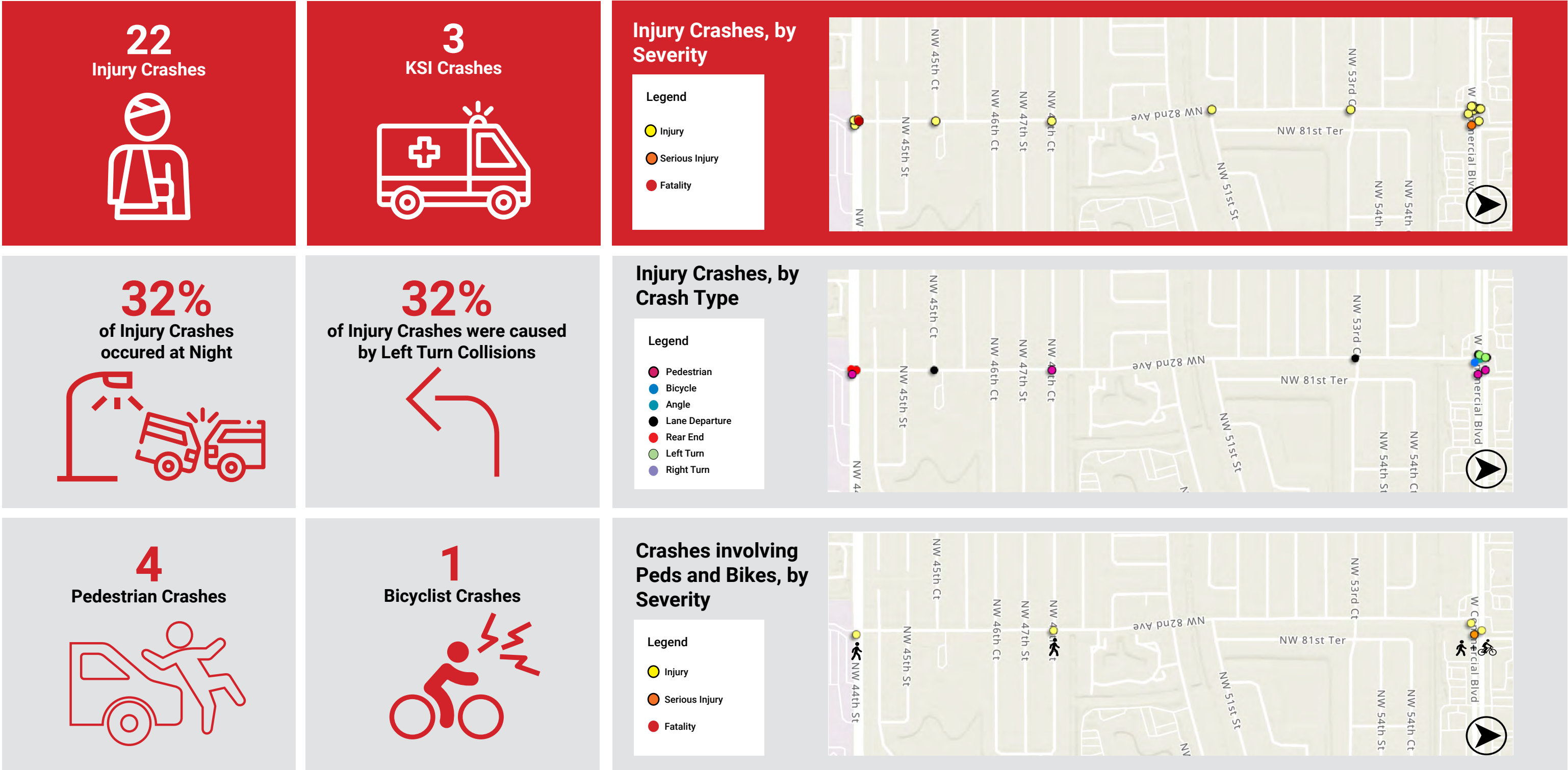


No marked crosswalk at Commercial Blvd



Chapter 4: NW 82 Avenue

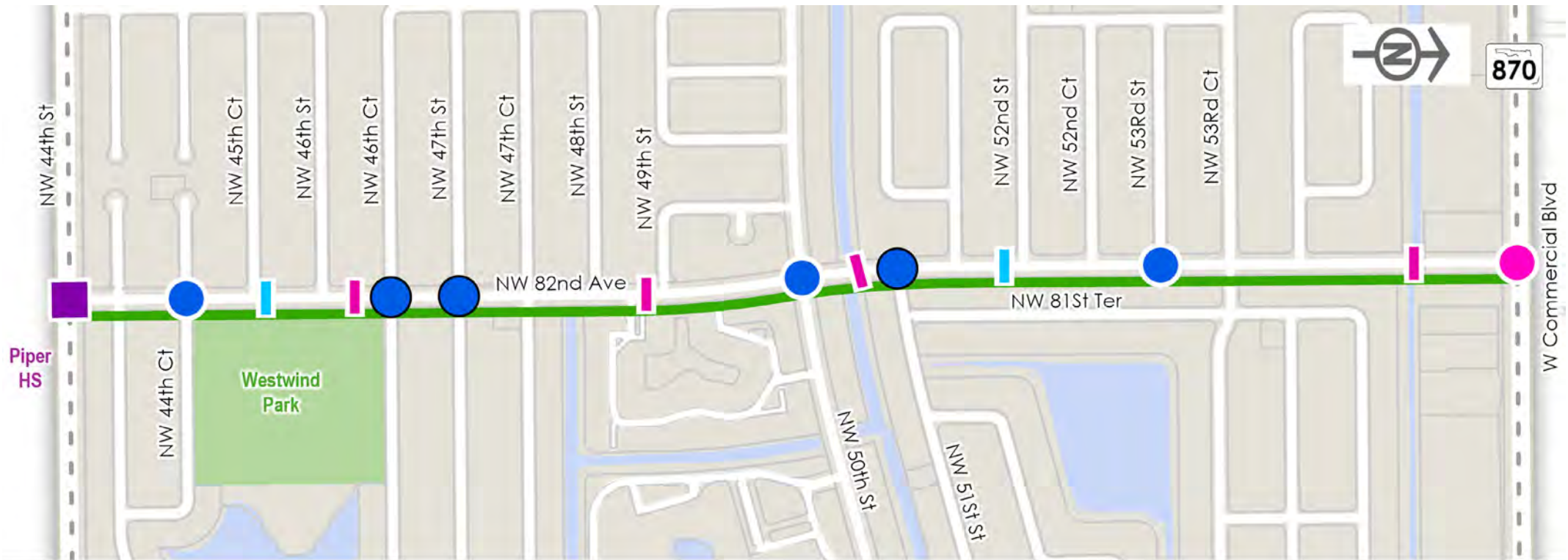
5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured





Chapter 4: NW 82 Avenue

Recommendations: Location Map and Scope of Work



Legend

- | | | |
|----------------------------|-------------------------|-------------------|
| Raised Crosswalk With RRFB | Supplemental Roundabout | Parks/Open Spaces |
| Speed Humps | Roundabout | Water |
| Intersection Improvements | Evaluate for Signal | |
| | Shared Use Path | |

- Notes:**
- Lighting recommendations listed in Scope of Work
 - RRFB = Rectangular Rapid Flashing Beacon
 - Roundabouts identified as “Supplemental” can be replaced with alternative options, including a crosswalk with RRFBs plus additional speed humps (placed every 250 to 500 ft).
 - Study for full or pedestrian signalization is recommended at Commercial Blvd
 - Not shown: Narrow side street curb radii with curb extensions
 - The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment.

- Shared Use Path (SUP) on east side of street for full project extents
- 6 x Striped SUP Crossings
- 2 x Raised Crossings with RRFBs (NW 52 Ct and NW 54 Ct)
- 3 x Roundabouts and Curb Extensions/Reduced Radii (NW 44 Ct, NW 50 St, and NW 53 St)
- 6 x Raised Crossings at Roundabouts (2 per roundabout crossing over NW 82 Av)
- 3 x Supplemental Roundabouts and Curb Extensions/Reduced Radii (NW 51 St, NW 47 St, NW 46 Ct)
- 6 x Raised Crossings at Supplemental Roundabouts (2 per Roundabout crossing over NW 82 Av)
- 4x Install Speed Hump/Tables (Near NW 46 Ct, NW 49 St, NW 51 St, Canal south of Commercial Blvd)
- 16 x Extend Curbs/Reduce Turning Radii at each side street and intersection
- Install Raised Side Street Crossing at Westwind Park Driveway
- 32 x Striped Crosswalks
- Intersection Improvements at NW 44 St: curb extensions and tightening of curb radii, median noses, pedestrian island, and hardened centerline
- Intersection at Commercial Blvd: evaluate for new signalized intersection - including new crosswalks & pedestrian signalization
- Lighting: Upgrade existing light poles to LED (Corridor Wide)
- Lighting: Add new pedestrian assembly along length of SUP
- Lighting: Add 6 x new streetlights (All corners of intersection at NW 82 Av and south-side at Commercial Blvd)



Chapter 4: NW 82 Avenue

Recommendations: NW 44 St to NW 46 Ct

Frequent speed management features, including roundabouts, raised crosswalks and speed humps, are a proven way to slow down vehicles, protecting pedestrians —especially children —walking or biking to Westwind Park and Piper High School. Roundabouts also act as gateway features, reminding drivers that they are on a neighborhood road.



- 1 Hardened centerlines calm left turns and create median
- 2 High visibility crosswalks
- 3 New shared use path in East ROW
- 4 Raised crosswalk with median refuge at roundabout
- 5 Raised crossing with RRFB
- 6 Raised shared use path crossing at side street
- 7 Curb extension and reduce turning radii at side streets and intersections
- 8 Regularly spaced speed humps encourage safe traffic speeds
- 9 New roundabouts

Existing Conditions





Chapter 4: NW 82 Avenue

Planning Level / Conceptual Cost Estimates

Shared Use Path (SUP) on East Side of Street for Full Project Extents [1]	\$1,081,500.95
6 x Stripe SUP Crossings [2]	\$24,784.00
2x Raised Crossings with RRFBs (NW 52 Ct and NW 54 Ct)	\$164,759.38
3 x Roundabouts and Curb Extensions/Reduced Radii (NW 44 Ct, NW 50 St, and NW 53 St)	\$ 1,003,477.46
6 x Raised Crossings at Roundabouts (2 per Roundabout crossing NW 82 Av)	\$149,255.57
3 x Supplemental Roundabouts and Curb Extensions/Reduced Radii (At NW 51 St, NW 47 St, NW 46 Ct)	\$1,003,477.46
4x Install Speed Hump/Tables (Near NW 46 Ct, NW 49 St, NW 51 St, Canal south of Commercial Blvd)	\$38,199.09
6 x Raised Crossings at Supplemental Roundabouts (2 per Roundabout crossing NW 82 Av)	\$181,803.95
16 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection [3]	\$267,577.87
Install Raised Side Street Crossing at Westwind Park Driveway	\$15,147.40
32 x Stripe Crosswalks [4]	\$372.46
Intersection Improvements at NW 44 St: Curb Extensions and Tightening of Curb Radii, Median Noses, Pedestrian Island, and Hardened Centerline [5]	\$7,225.93
Intersection at Commercial Blvd: Evaluate for New Signalized Intersection - including New Crosswalks & Pedestrian Signalization	\$493,938.77
Lighting: Upgrade existing light poles to LED (Corridor Wide)	\$1,218,565.35
Lighting: Add New pedestrian assembly along length of SUP [6]	\$1,229,809.82
Lighting: Add 6x new streetlights (All corners of intersection at NW 82 Av and south-side at Commercial Blvd)	\$106,939.56
SUBTOTAL	\$6,986,835.00

Mobilization	10%	\$698,683.50
Maintenance of Traffic (MOT)	10%	\$698,683.50
Misc. & Contingency (Not including major utility)	20%	\$1,397,367.00
PE/Design	20%	\$1,397,367.00
CEI	15%	\$1,048,025.25
CONSTRUCTION COST in 2025 dollars		\$12,226,961.26

Notes:

See Appendix for Cost Details

- 1. Cost does not include impacts or improvements to drainage
- 2. Special Emphasis, All Intersections and Side streets Including Replacing Existing Crosswalks
- 3. Excluding Roundabouts as curb reconstruction is included in those costs
- 4. Special Emphasis, All Intersections, Side Streets, and Major Driveways Including Replacing Existing Crosswalks
- 5. Excluding Curb extensions and crossing / conflict markings - they are part of the Corridor-wide treatments
- 6. 50 ft spacing assumed
 - Total costs may not reconcile by a few cents due to rounding.

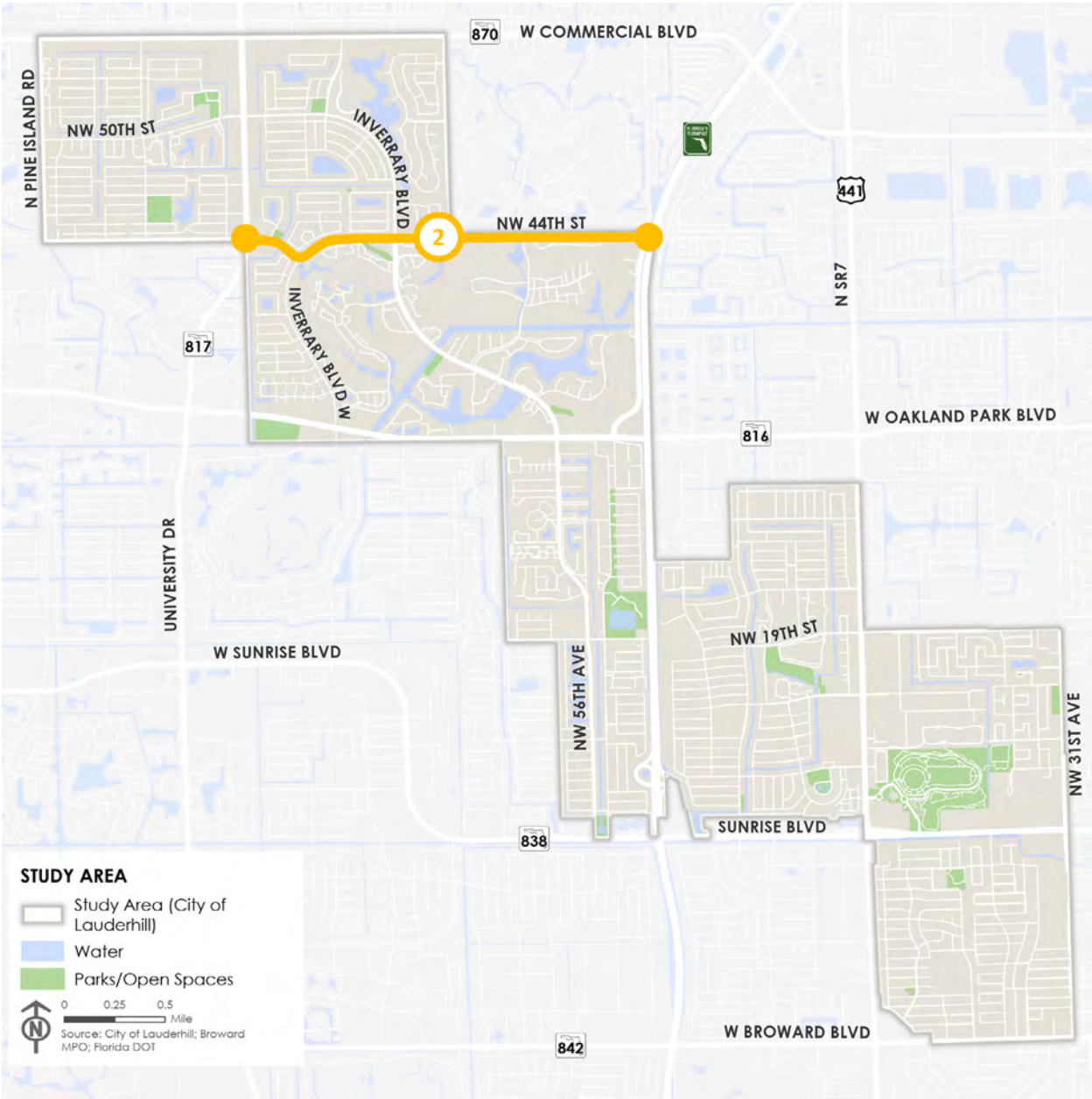
Chapter 5:

NW 44 Street





Chapter 5: NW 44 Street

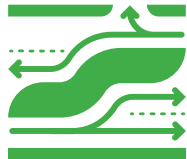


NW 44 St is a city-owned road that runs east to west through the Inverrary community. Most of the road has two travel lanes and a center turn lane, but the section between University Drive and Inverrary Boulevard West has four lanes. The road passes by different types of housing, including single-family homes and apartments, some of which are for people ages 55 and older. Along the street, there are two Orthodox Jewish synagogues that bring a lot of people walking in the area. There are also two city parks nearby, as well as stops for Broward County Transit buses and the Community Shuttle. The Inverrary Golf Course is closed and expected to be redeveloped in the future. Some parts of the road have sidewalks and bike lanes. The speed limit is 35 miles per hour.

Key Issues & Objectives



Reduce Crash Severity



Improve access management



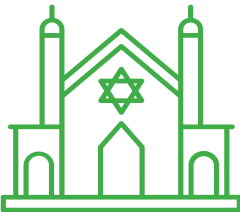
Lower roadway speed



Enhance bicycle facilities



Improve and increase crosswalks



Accommodate the mobility needs of Orthodox Jewish residents walking to places of worship



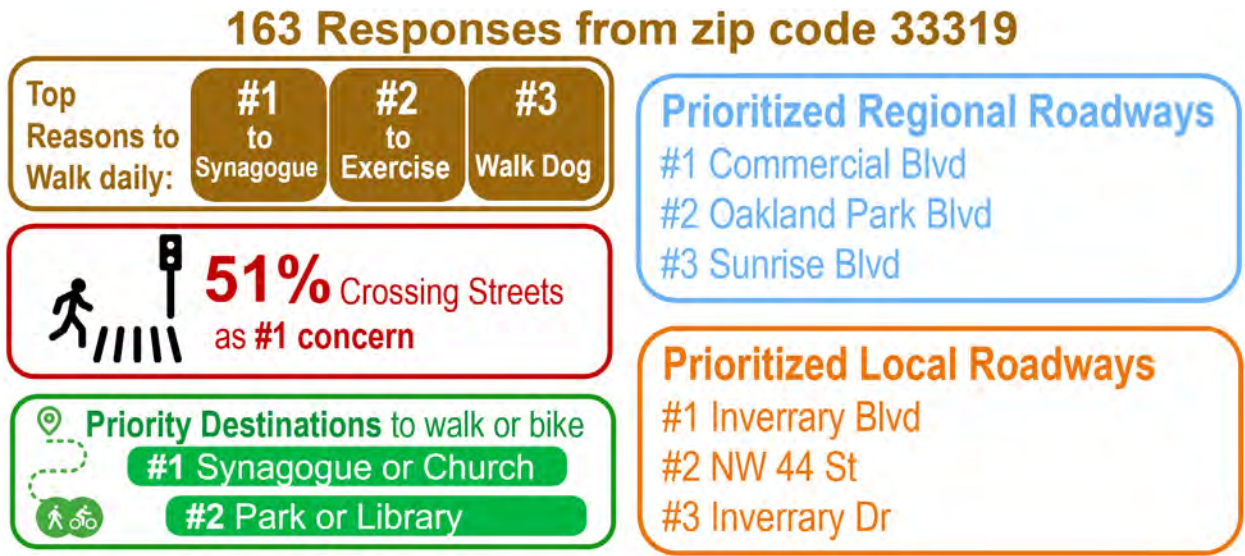
Chapter 5: NW 44 Street

Existing Conditions

NW 44 St Roadway Owner		City ■ Intersection at University Dr = FDOT ■ Intersection at Rock Island Rd = Broward County
Functional Classification		Collector (Major)
Posted Speed Limit		35 MPH
Speed Studies		None
Traffic Volume (2024)		Univ Dr to Inv Blvd W = 14,900 ■ OP Blvd to Inv Blvd = 12,800 ■ Inv Blvd to Rock Island Rd = 23,000
Number of lanes		Univ Dr to Inv Blvd W = 4 ■ Inv Blvd W to Rock Island Rd = 2
Signalized Intersections		5 = Univ Dr, Inv Blvd W, Inv Blvd, Inv Dr, and Rock Island Rd
High Injury Network		Intersections at University Dr, Inv Blvd, and Rock Island Rd
High Risk Network		Intersections at University Dr, Inv Blvd, and Rock Island Rd
Bike Level of Traffic Stress		Univ Dr to Inv Blvd W = 4 ■ Inv Blvd W to Rock Island Rd = 3
Walk Level of Traffic Stress		Univ Dr to NW 65 Av = 1 ■ NW 65 Av to Rock Island Rd = 4
Parks		Waterford Park, Ruth Rothkopf Park
School / Childcare		Walk to School activity at University Dr (for Piper HS)
Other Pedestrian Generator		Synagogue of Inverrary-Chabad
Age 55+ Housing		The Greens of Inverrary, Hi-Greens of Inverrary
BCT Routes		81 ■ 2 at University Dr
Community Shuttle Routes		3 and 4
Redevelopment		Inverrary County Club Golf Course
Access Management Issues		LT Lanes with excessive storage (NW 72 Av, NW 70 Av) ■ East Bound to South Bound Right Turn Lane approaching Rock Island Rd ■ Inv Blvd to Rock Island Rd = Frequent uncontrolled Left Turns allowed from condominium parking lots
Planned Improvements		Rock Island Rd realignment in conjunction with planned Turnpike interchange for Oakland Park Blvd
Bike Facilities		Univ Dr to Inv Blvd W = None ■ Inv Blvd W to Rock Island Rd = 4ft bike lanes ■ Bike Lanes do not extend through intersections ■
Sidewalks		Univ Dr to Inv Blvd W = Continuous, curbed 5 ft sidewalks Inv Blvd W to Rock Island Rd = Continuous 5 ft sidewalks except No sidewalk in north ROW adjacent to City of Tamarac (approx. 500 ft east of NW 65 Av to Rock Island Rd)
Mid-Block Crosswalks		None
Observations	Bike Riding	Bike riding on sidewalks ■ Bike riding against traffic ■ Bike riding against traffic Inv Blvd to Rock Island Rd: Bike Lane signage covered by landscaping & Sod has grown into bike lane
	Walking or Sidewalks	University Dr to Inv Blvd W: Sidewalks directly abut tall walls and portions obstructed by landscaping ■ Large groups, including families with young children, walking to Synagogue of Inverrary-Chabad
	Crossing Roadway or Crosswalks	Ped's frequently crossing not at crosswalks between Inv Blvd W and Inv Blvd to access Synagogue of Inverrary-Chabad ■ Ped's also crossing roadway east of Inv Blvd to access shopping center ■ No marked crosswalks over side streets or driveways
	Other	No lighting of southern sidewalk ■ Some pedestrian activity to / from shopping center at Inv Blvd ■ Abundant Shade Trees ■ Memorial Marker for fatality located in NW corner at Rock Island Rd

Public Engagement October 2024 to January 2025

Community Priorities Survey



Community Meetings

“

- Beautification, Queen Palms, Swales need to be kept clean, Medians with shrubbery are needed everywhere
- The sidewalks are blocked with landscape shrubs; change the type of plants
- NW 44 St @ NW 70 Av: Crosswalk wanted for this location (frequent crossing location to access Synagogue of Inverrary-Chabad)
- NW 44 St @ NW 72 Av: Crosswalk wanted for this location (Resident pointed out that the sidewalk is designed to encourage crossing at this location, frequent crossing location to access Synagogue of Inverrary-Chabad)
- Inverrary Blvd to Rock Island Rd: Suggest sidewalk on northside and crosswalks to southside
- Comments from “Jewish Community Representative”. There is a pre-school at the Chabad and parent’s frequently walk their children to pre-school. Long wait for pedestrians signal @ Inverrary Blvd West. The Orthodox jews will not push crosswalk buttons on Friday nights, Saturday mornings, or on Jewish holidays. A lot of women walking with small children. A lot of children riding scooters, and cars do not see them. It’s very dark when they walk home after services

”



Chapter 5: NW 44 Street

Field Audit Observations



No bike lane; Bicyclist riding on sidewalks; Overgrown landscaping obstructing sidewalks



Families with young children, including with strollers, walk to orthodox Synagogue



Sidewalk leads to intersection with no marked crossings



Pedestrians crossing roadway to access orthodox Synagogue



Bicyclist riding against traffic



Lack of shelter at the bus stop for Community Shuttle



Pedestrian crossing roadway not at a marked crosswalk



Overgrown sod blocking the bike lane



Overgrown landscaping blocking bike lane signage



Intersection at Rock Island Rd; Memorial Marker in NW corner; No sidewalk in northern ROW

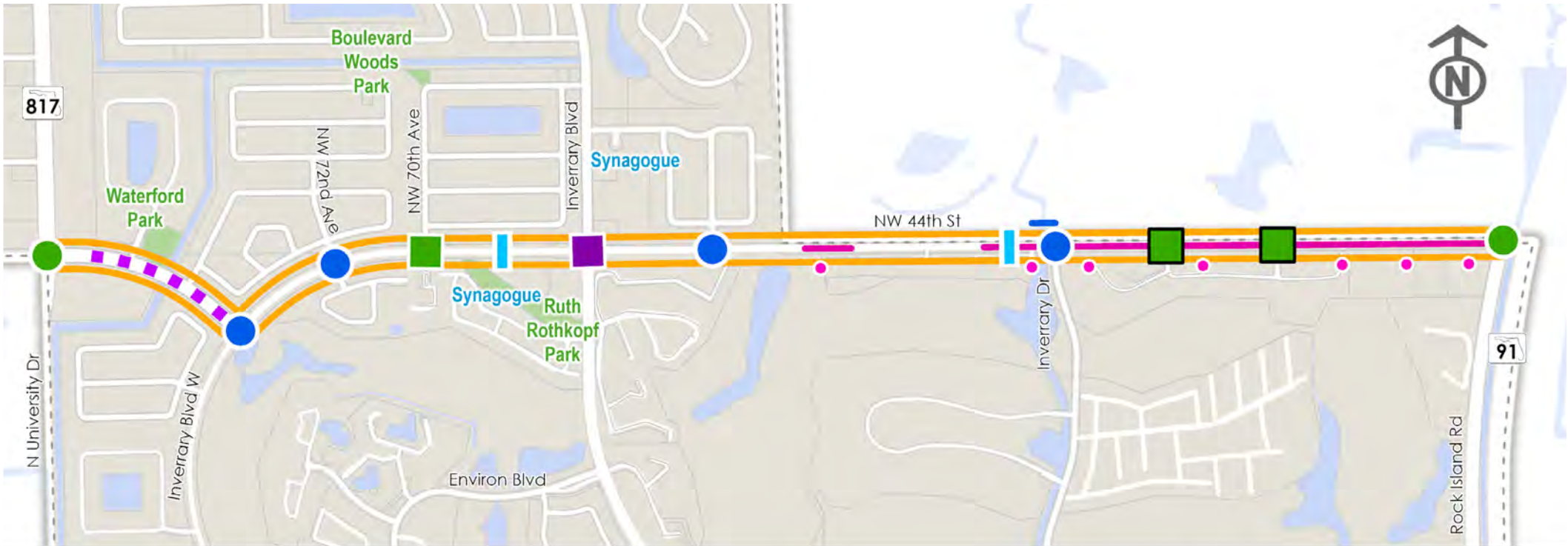
5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured





Chapter 5: NW 44 Street

Recommendations: Location Map and Scope of Work



Legend

- | | | |
|--------------------------------------|------------------------------------|-----------------------------------|
| ● Roundabout | — New Sidewalk | ● Convert to Right in / Right out |
| ● Boundary Intersection Improvements | — Protected or Raised Bike Path | ■ Intersection Improvements |
| — Center Lane Median | ■ Raised Intersection | — Raised Crosswalk With RRFB |
| — Lane Repurposing | ■ Supplemental Raised Intersection | ■ Parks/Open Spaces |
| | | ■ Water |

Notes:

- Lighting recommendations listed in Scope of Work
- RRFB = Rectangular Rapid Flashing Beacon
- Raised Intersection identified as “Supplemental” can be replaced with alternative options, including a raised crosswalk with RRFB plus curb extensions.
- Boundary Intersection Toolkit to be applied to intersections at University Dr and Rock Island Rd
- Scope of Work does not include concept for intersection at Rock Island Rd contained within City’s NW Neighborhood Multimodal Master Plan.
- Not shown: Narrow side street curb radii with curb extensions
- The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment.

- Separated Bicycle Lane (Both sides of roadway)
- Add Bicycle Conflict Markings at all Street and Driveway Crossings
- Add Center Lane Median (Inv Blvd W to NW 70 Av) Plus Converting 5 driveways to right-in/right-out (at east and west entrances to Greens of Inverrary Condo, and the west entrance to Hi Greens of Inverrary).
- 4 x Roundabouts with Protected Bikeway and Curb Extensions/Tightened Curb Radii (at Inv Blvd W, NW 72 Av, NW 65 Av, and Inv Dr)
- 8 x Raised Crossings at Roundabouts (2 per Roundabout - for crossing over NW 44 St)
- 2 x Raised Crossings with RRFBs (At Synagogue Chabad and at Woodland Circle)
- 1 x Install Raised Intersections (at NW 70 Av)
- 2x Install Supplemental Raised Intersections (at Greens of Inverrary and Inverwood Condominium Entrances) & Supplemental Crosswalk Markings
- Rebuild/Create New Sidewalk between Inv Dr and Woodland Circle (North ROW)
- 12 x Extend Curbs/Reduce turning radii at each side street and intersection
- Intersection Improvements at Inverrary Blvd: curb extensions, channelized bike movements, median noses, and conflict marking
- 43 x Stripe Crosswalks
- Lighting: Add New pedestrian assembly along length of sidewalk / separated bike lane
- Lighting: Upgrade existing light poles to LED
- Lighting: Add poles on NE and SE corners on NW 44 St & Inverrary Blvd W



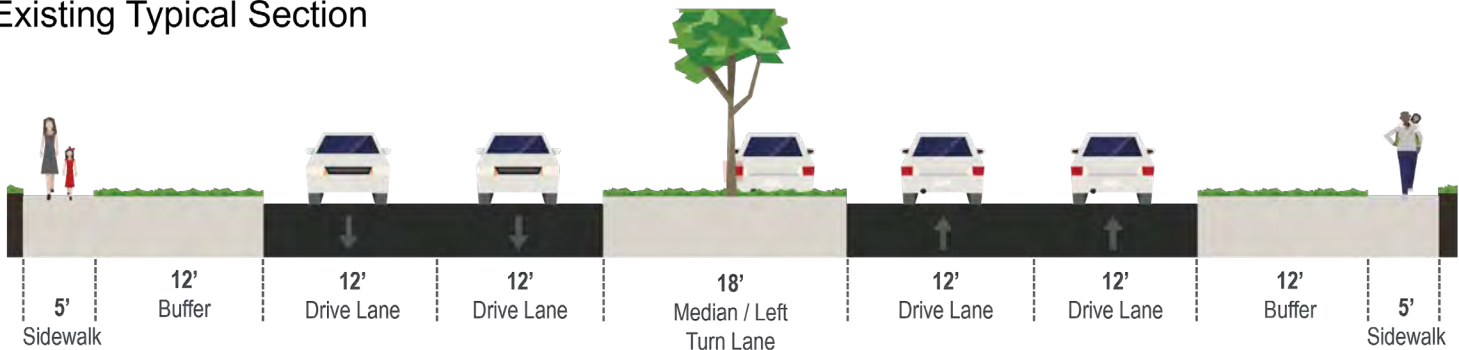
Chapter 5: NW 44 Street

Recommendations: Lane Repurposing from University Dr to Inverrary Blvd West

Existing



Existing Typical Section

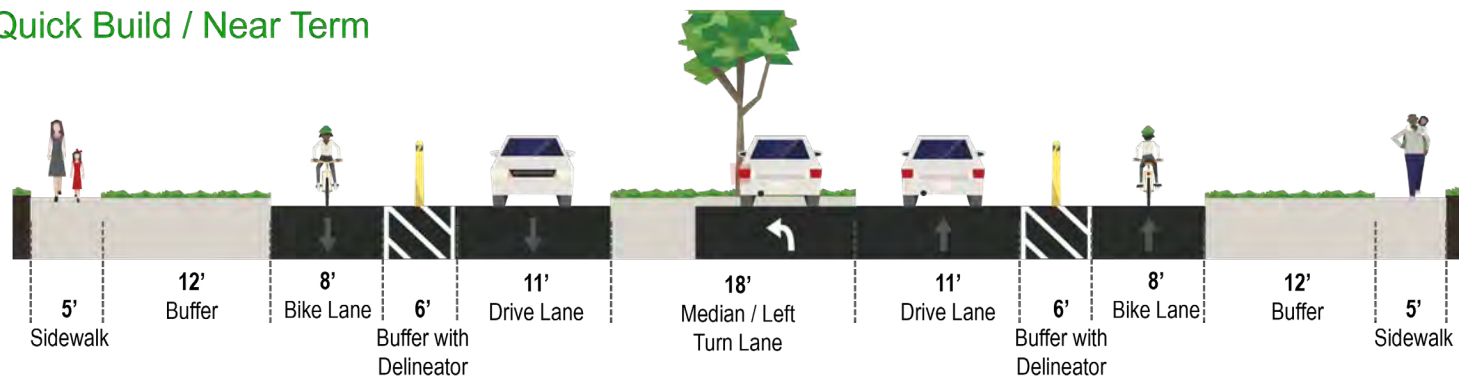


(Typical ROW Width = 100 ft)

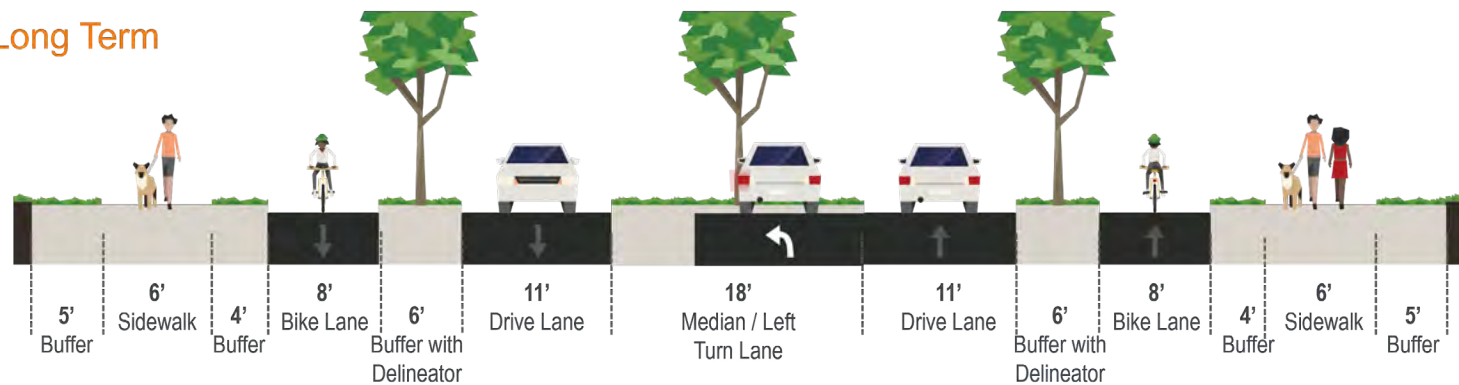
Example: Protected Bike Lane



Quick Build / Near Term



Long Term



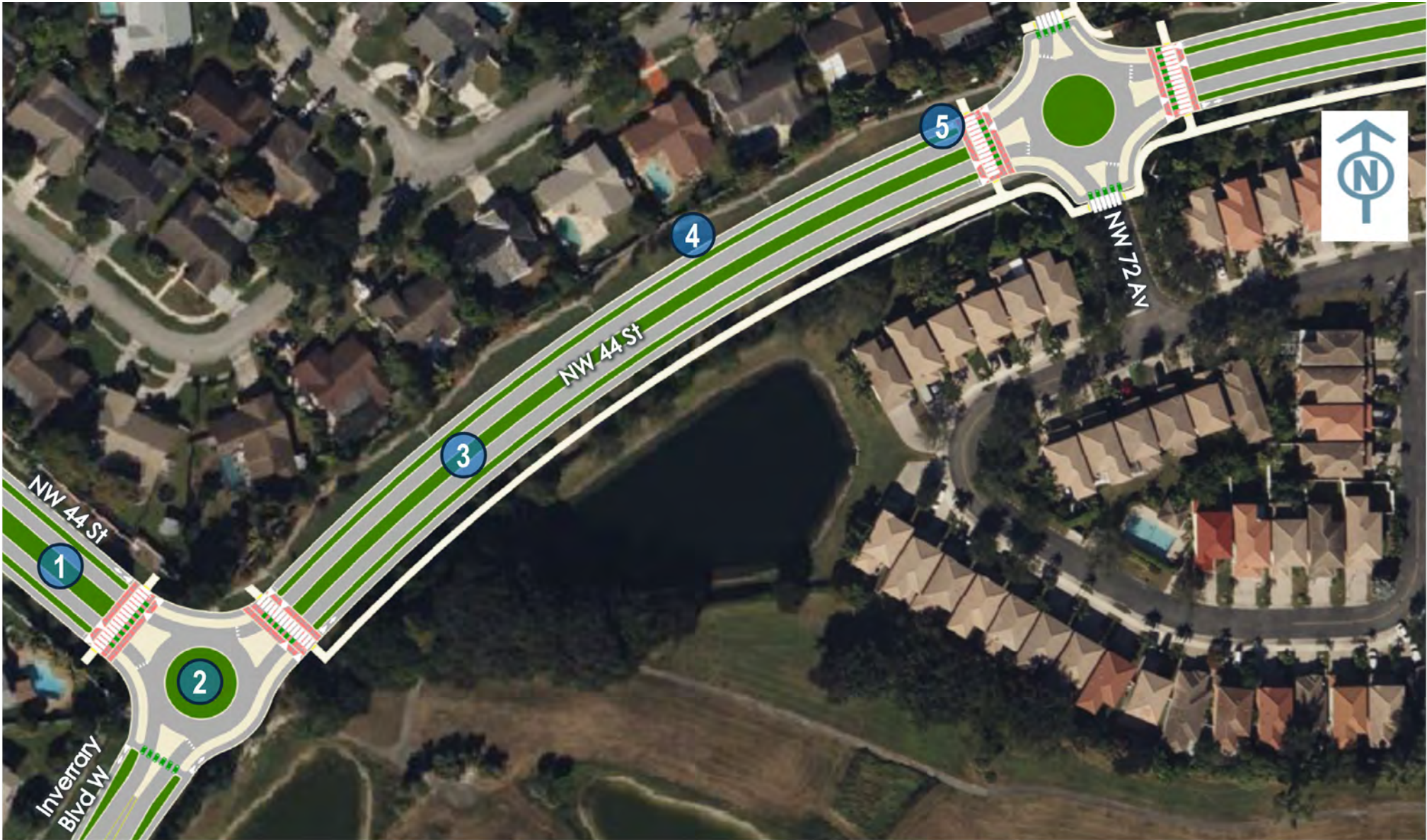
Notes:

- Lane Repurposing recommended in segment of roadway between University Dr and Inverrary Blvd West
- Lane Repurposing limits would be determined in Design phase
- One lane in each direction repurposed
- Quick Build / Near Term improvements include a Buffered Bike Lane
- Buffers between sidewalk, bike lane, and roadway may be landscaped, hardscaped, or a combination
- Existing median and left turn lanes maintained
- Existing sidewalk may be maintained to limit cost



Chapter 5: NW 44 Street

Recommendations: Inverrary Blvd West to NW 72 Av



- 1 NW 44 St is reduced from four to two-lanes

2 New roundabout with protected bikeway to formalize bike movements through the roundabout; Signal and left turn lanes removed; roundabout creates efficiencies to facilitate multimodal traffic movement

3 Landscaped median island (typical)

4 New protected bikeway; shown at grade for cost efficiencies but may be raised as determined in final design

Existing Conditions



Roundabouts have many proven benefits (especially at intersections with high frequency of turning movements):

- Safety Improvement, particularly a reduction of left turn, angle (aka “T-Bone”) crashes, and head on crashes.
- Lower speeds, which makes any crashes that do occur much less severe.
- Improved traffic flow and efficiency
- Shorter crossing distances for pedestrians
- Slower speeds at crossings
- Pedestrian refuge at crossings
- They are also notable for lower maintenance costs (vs maintenance associated with traffic signal equipment) and functionality During Power Outages.

- 5 Raised, high visibility crosswalks and bicycle conflict striping with median refuge islands (typical)



Chapter 5: NW 44 Street

Recommendations: NW 72 Ave

- 1 New pedestrian scale lighting
- 2 New protected bikeway; shown at grade for cost efficiencies but may be raised as determined in final design
- 3 Raised crosswalks
- 4 New roundabout with landscaped median
- 5 Median islands provide refuge space for people crossing





Chapter 5: NW 44 Street

Planning Level / Conceptual Cost Estimates

Separated Bicycle Lane (Both sides of roadway) [1]	\$1,664,641.49
Add Bicycle Conflict Markings at all Street and Driveway Crossings	\$43,705.36
Add Center Lane Median (Inv Blvd W to NW 70 Av) Plus Converting 5 driveways to right-in/right-out (at east and west entrances to Greens of Inverrary Condo, and the west entrance to Hi Greens of Inverrary).	\$721,292.64
4 x Roundabouts with Protected Bikeway and Curb Extensions/Tightened Curb Radii (at Inv Blvd W, NW 72 Av, NW 65 Av, and Inv Dr)	\$1,347,040.22
8 x Raised Crossings at Roundabouts (2 per Roundabout - for crossing over NW 44 St)	\$537,299.30
2 x Raised Crossings with RRFBS (At Synagogue Chabad and at Woodland Circle)	\$246,189.54
1 x Install Raised Intersections (at NW 70 Av)	\$113,515.67
2x Install Supplemental Raised Intersections (at Greens of Inverrary and Inverwood Condominium Entrances) & Supplemental Crosswalk Markings	\$329,783.34
Rebuild/Create New Sidewalk between Inv Dr and Woodland Circle (North ROW)	\$ 49,981.86
12 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection [2]	\$200,683.40
Intersection Improvements at Inverrary Blvd: Curb Extensions, Channelized Bike Movements, Median Noses, and Conflict Marking [3]	\$17,602.78
43 x Stripe Crosswalks [4]	\$148,990.40
Lighting: Add New pedestrian assembly along length of Sidewalk / Separated Bike Lane [5]	\$4,994,335.11
Lighting: Upgrade existing light poles to LED	\$2,474,335.29
Lighting: Add poles on NE and SE corners on NW 44th St & Inverrary Blvd W	\$32,855.32
SUBTOTAL	\$12,922,251.71

Mobilization	10%	\$1,292,225.17
Maintenance of Traffic (MOT)	10%	\$1,292,225.17
Misc. & Contingency (Not including major utility)	20%	\$2,584,450.34
PE/Design	20%	\$2,584,450.34
CEI	15%	\$1,938,337.76
CONSTRUCTION COST in 2025 dollars		\$22,613,940.50

Notes:

See Appendix for Cost Details

- 1. Cost does not include impacts or improvements to drainage
- 2. Excluding Roundabouts as curb reconstruction is included in those costs
- 3. Excluding Curb extensions and crossing / conflict markings - they are part of the Corridor-wide treatments
- 4. Special Emphasis, All Intersections, Side Streets, and Major Driveways Including Replacing Existing Crosswalks
- 5. 50 ft spacing assumed
 - Total costs may not reconcile by a few cents due to rounding.

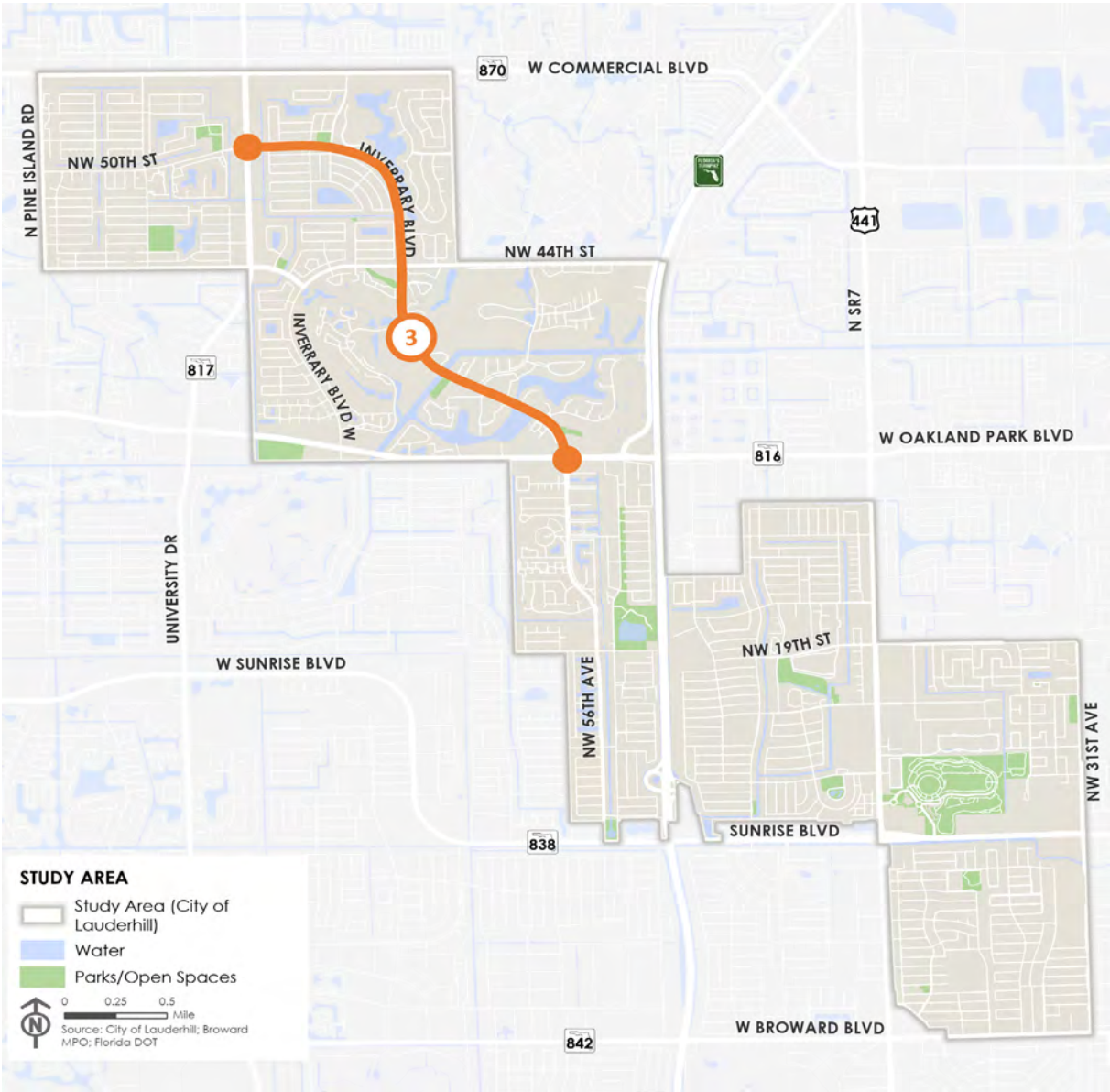
Chapter 6:

Inverrary Boulevard





Chapter 6: Inverrary Boulevard



Inverrary Blvd is a city-owned road that runs north and south through the Inverrary community. It has four lanes, a landscaped median, and passes by several city parks. The road connects to many neighborhoods, including single-family homes, townhouses, and condos (some for people ages 55 and older). There are also two former golf courses, and one of them may be redeveloped for more housing. Parts of the road have sidewalks and bike lanes, but some sections south of NW 44 St are missing sidewalks. Many people walk or bike along the road to reach bus stops, school bus stops, two Orthodox Jewish synagogues, or to exercise. The speed limit is 30 miles per hour but speed studies have shown that many drivers go faster than this limit. The roadway also has a history of crashes that have caused injuries, raising safety concerns for pedestrians and drivers.

Key Issues & Objectives



Reduce Crash Severity



Redesign roadway to match surrounding land use



Lower roadway speed



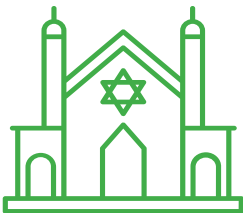
Provide continuous sidewalks



Improve and increase crosswalks



Accommodate the mobility needs of older residents



Accommodate the mobility needs of Orthodox Jewish residents walking to places of worship



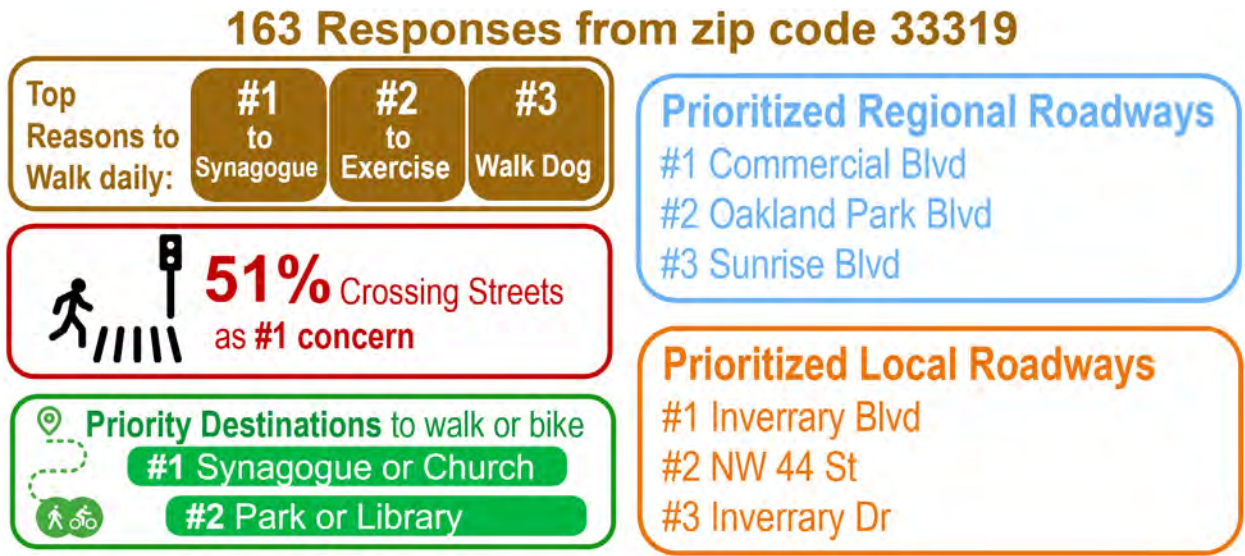
Chapter 6:Inverrary Boulevard

Existing Conditions

Inv Blvd Roadway Owner		City ■ Intersections at University Dr and Oakland Park Blvd = FDOT
Functional Classification		Collector (Major)
Posted Speed Limit		30 MPH
Speed Studies		1/4 – 1/11/2024 @ 3200 Inv Blvd: 85 th % = 47 MPH; Average Speed = 41.4 MPH; Max Speed = 104 MPH
Traffic Volume (2024)		Univ Dr to NW 44 St = 17,000 ■ NW 44 St to Oakland Park Blvd = 22,000
Number of lanes		4
Signalized Intersections		7 = University Dr, Rev Herron Av, NW 44 St, Environ Blvd, Inv Dr, Spanish Moss Te, Oakland Park Blvd
High Injury Network		Intersection at University Dr ■ Rev Herron Av to Environ Blvd ■ Inverrary Dr to Oakland Park Blvd
High Risk Network		Intersection at University Dr ■ NW 44 St to Oakland Park Blvd
Bike Level of Traffic Stress		3
Walk Level of Traffic Stress		Univ Dr to Spanish Moss Te = 1 ■ Spanish Moss Te to Oakland Park Blvd = 4
Parks		Jackie Gleason Park, Ruth Rothkopf Park, & Ilene Lieberman Botanical Gardens
School / Childcare		None
Other Pedestrian Generator		Synagogue of Inverrary-Chabad & Lauderdale City Hall
Age 55+ Housing		Forest Trace Senior Living, The 18 th Hole at Inverrary, & Las Vistas
BCT Routes		81 ■ 2 at University Dr ■ 72 at Oakland Park Blvd
Community Shuttle Routes		3 and 4 ■ 5 at Oakland Park Blvd
Redevelopment		Inverrary County Club Golf Course
Access Management Issues		Adjacent signalized intersections at Inverrary Dr and Spanish Moss Te ■ Side street intersections and driveways allowing frequent uncontrolled left turns
Planned Improvements		BCT is planning for Bus Rapid Transit on Oakland Park Blvd ■ Signalization improvements at Oakland Park Blvd
Bike Facilities		University Dr to Lime Hill Rd = 4 ft Bike Lanes ■ Lime Hill Rd to Oakland Park Blvd = None
Sidewalks		University Dr to Spanish Moss Te = Continuous, Curbed 5 ft ■ Spanish Moss Te to Lime Hill Rd = No sidewalk in East ROW ■ Lime Hill Rd to Oakland Park Blvd = No sidewalk in West ROW
Mid-Block Crosswalks		North of Lime Hill Rd – Unsignalized ■ North of Ilene Lieberman Botanical Garden - Signalized
Observations	Bike Riding	Bike riding on sidewalks (including school aged children) ■ Bike riding against traffic ■ E-Scooters including on sidewalks
	Walking or Sidewalks	Sidewalk in South / West ROW from University Dr to NW 44 St directly abut tall walls ■ Families with young children walking during Jewish Sabbath and holidays ■ Significant sidewalk gaps south of Spanish Moss Te ■ Well-worn path in West ROW from Lime Hill Rd to Oakland Park Blvd ■ Heavy ped activity towards Oakland Park Blvd ■ West ROW sidewalk from Oakland Park Blvd abruptly ends at waterfall lookout (no signage)
	Crossing Roadway or Crosswalks	Ped's observed trying to cross at unsignalized marked crossing at Lime Hill Rd but vehicles fail to stop ■ No marked crosswalks at signalized intersection for Spanish Moss Te ■ No ped signal at Inv Dr (crosswalk only on northern leg) ■ Ped's crossing around 4500 block, to access shopping center (including Orthodox synagogue)
	Other	Very heavy PM traffic, especially near Oakland Park Blvd ■ Abundant Shade Trees though portions of the sidewalk are unshaded ■ Signalized Golf Cart crossing north of Middle River bridge ■ Pedestrian bridge over Middle River not operational

Public Engagement October 2024 to January 2025

Community Priorities Survey

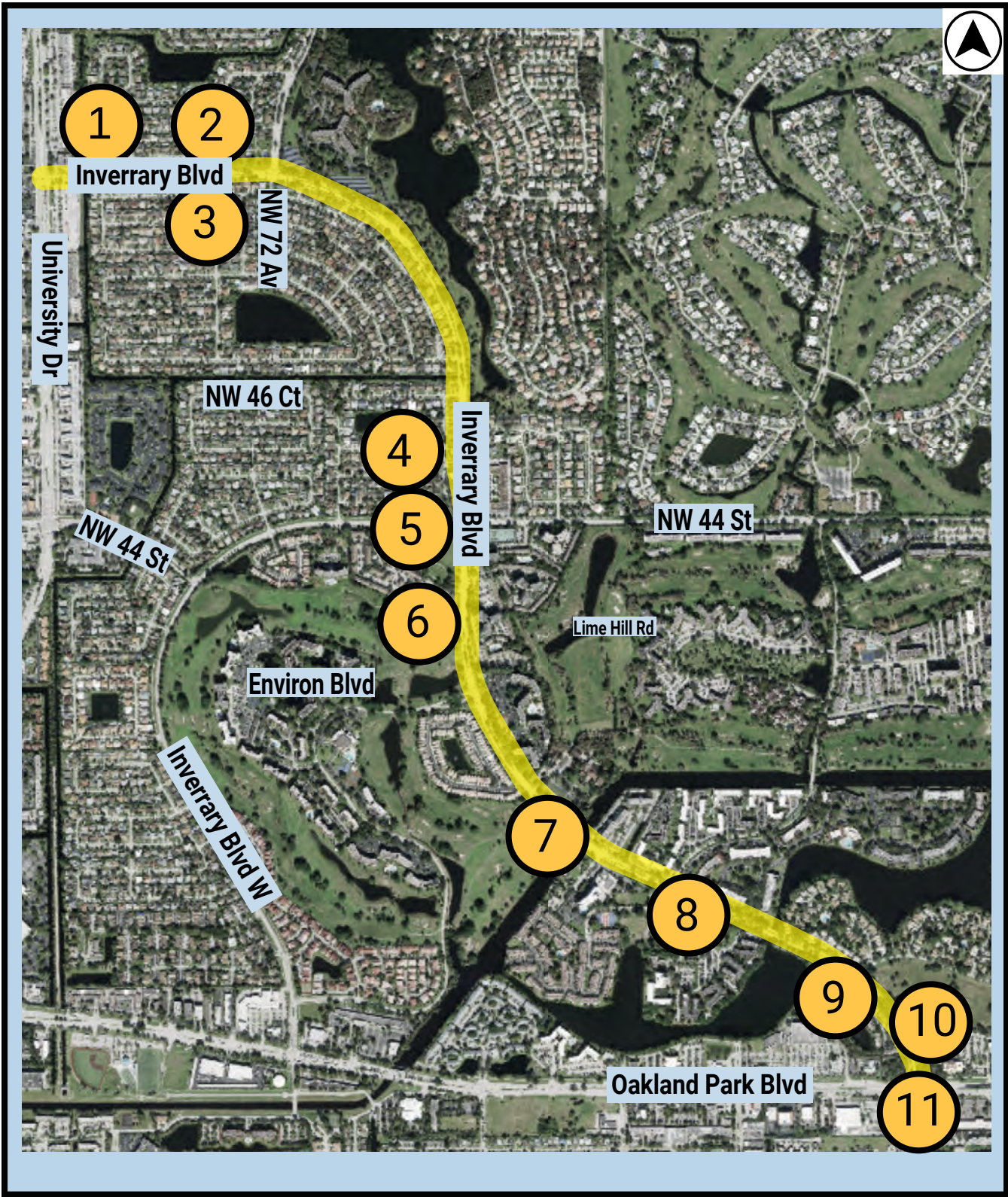


Community Meetings

- “
- Sidewalks are tight
 - Slow down speeding with police force
 - Near Oakland Park Blvd - Sidewalk ends and/or no sidewalks
 - NW 70 Av: Want a turn signal for heading north on NW 70 Av (EB to NB LT)
 - NW 70 Av: Want a roundabout
 - South of NW 46 St: Want crosswalk for this location (frequent crossing location to access Moshiah Center)
 - NW 44 St: Left Turn crash - Vehicle vs pedestrian with double stroller – no injuries
 - South of NW 44 St: Add sidewalks on both sides of the road
 - Beautification, Queen Palms, Swales need to be kept clean, Medians with shrubbery are needed everywhere
 - The sidewalks are blocked with landscape shrubs; change the type of plants
 - Comments from “Jewish Community Representative”: There is a pre-school at the Chabad and parent’s frequently walk their children to pre-school
 - The Orthodox jews will not push crosswalk buttons on Friday nights, Saturday mornings, or on Jewish holidays
 - A lot of women walking with small children
 - A lot of children riding scooters and cars do not see them
 - It is very dark when they walk home after services
- ”



Chapter 6 : Inverrary Boulevard



Field Audit Observations



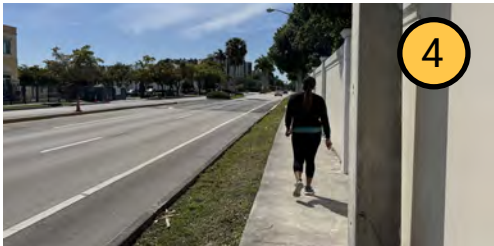
Shaded sidewalk adjacent to shopping center, approaching University Dr. No bike lane



Bicyclist riding on narrow northern sidewalk, while pedestrian prunes shade tree



Narrow southern sidewalk abuts neighborhood wall; Unprotected bike lane



Light pole obstructing narrow sidewalk, directly abutting tall wall



Members of Orthodox Jewish community wait to cross roadway at NW 44 St



Adjacent to Ruth Rothkopf park, the sidewalk curves away from roadway



Sidewalk tightens on bridge over Middle River



Pedestrians bridge over Middle River (at Ilene Lieberman Botanical Gardens) is closed



K-12 Student rides bike on sidewalk



Signage indicating bike lane ends



Drivers do not stop for pedestrians waiting to cross at unsignalized marked crossing



Sidewalks on east side of roadway abruptly ends; bike lanes continues

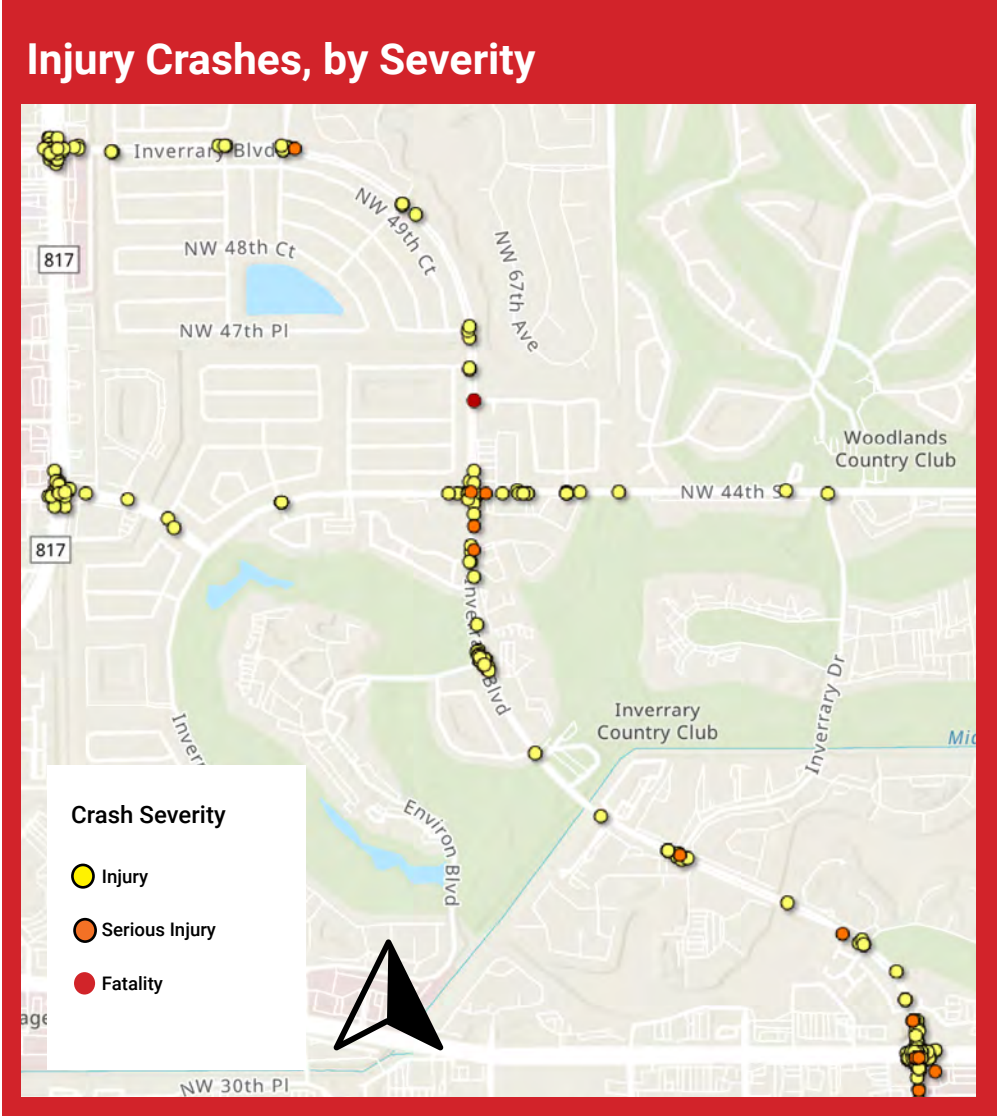


At southern roadway entrance, sidewalk is only in east ROW. Pedestrians using west sidewalk often cross into landscaped median.



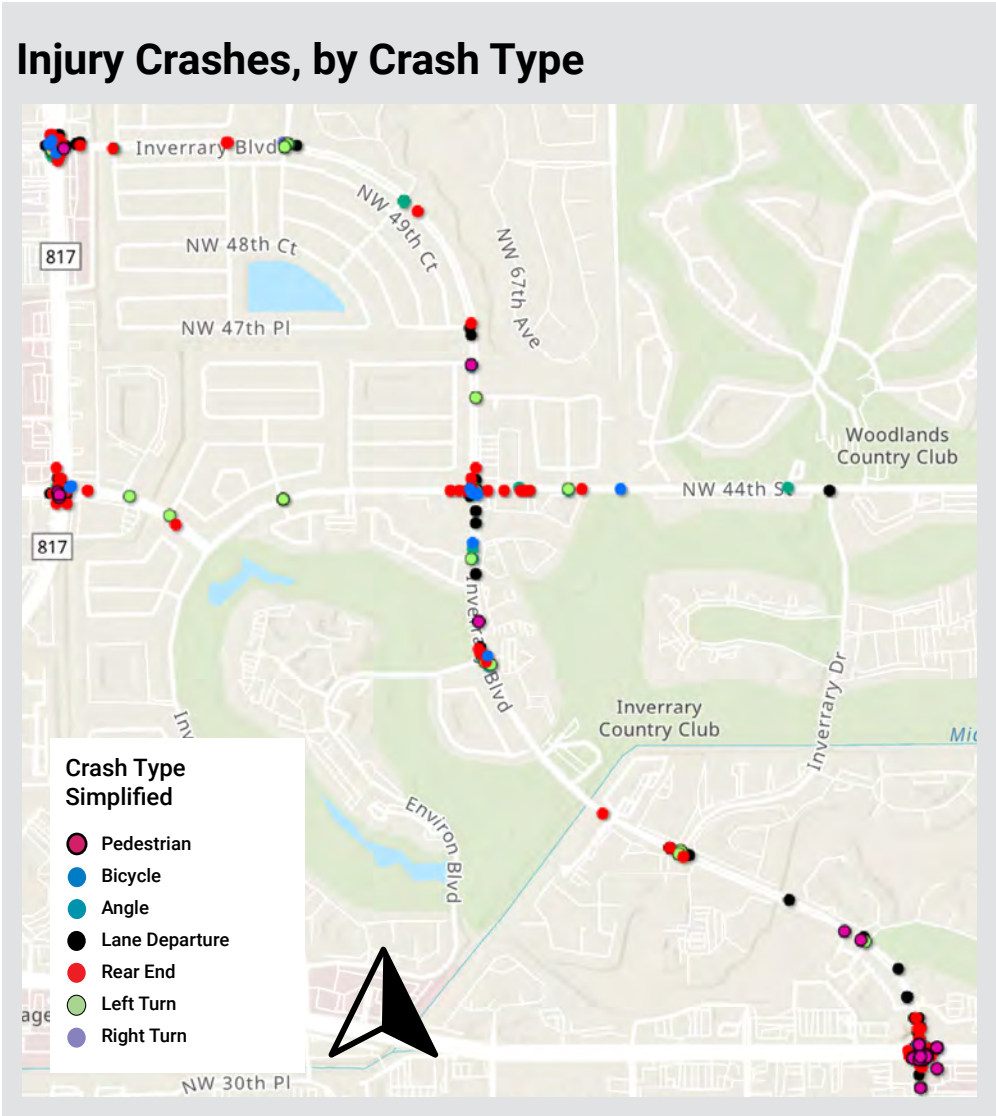
Chapter 6: Inverrary Boulevard

5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured

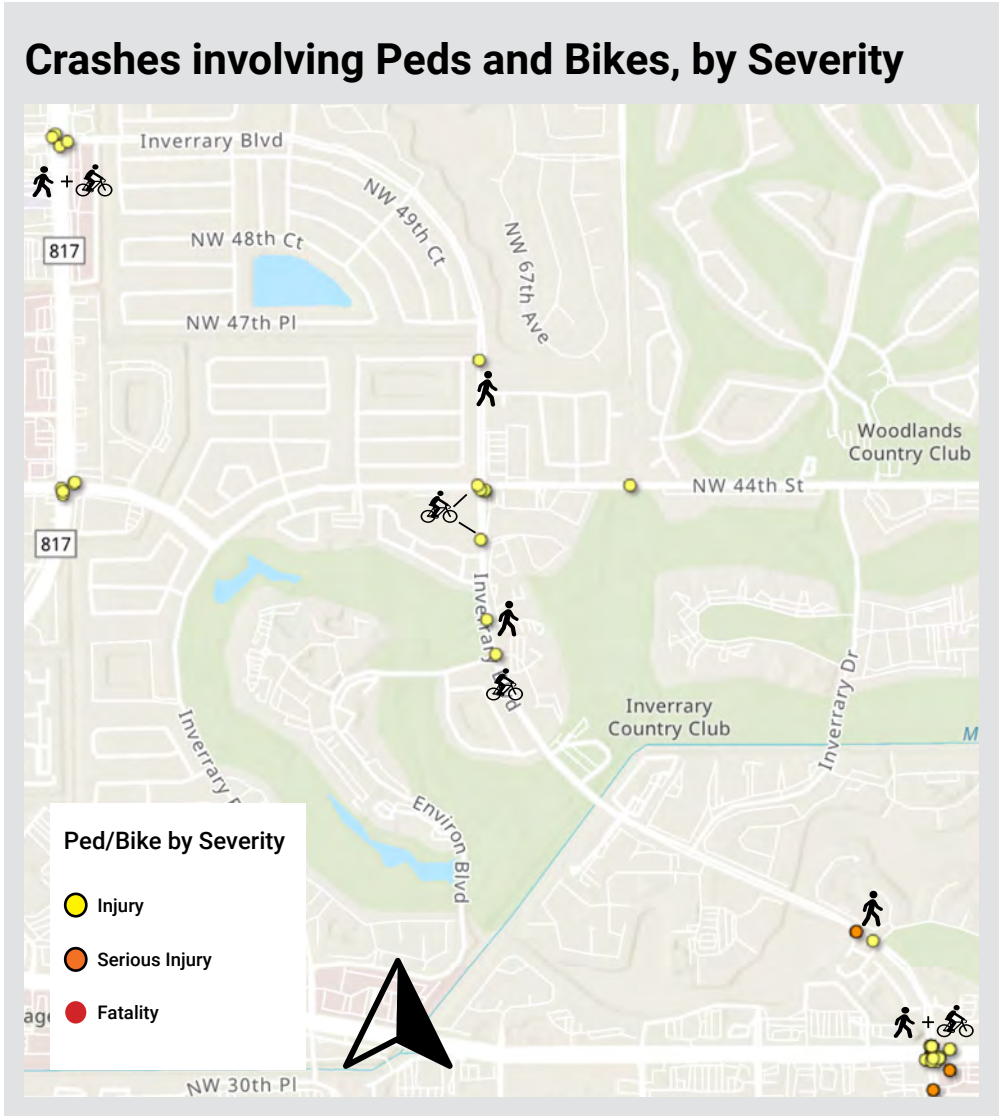


345
of Injury Crashes

12
KSI Crashes



31%
of Injury Crashes
occured at Night



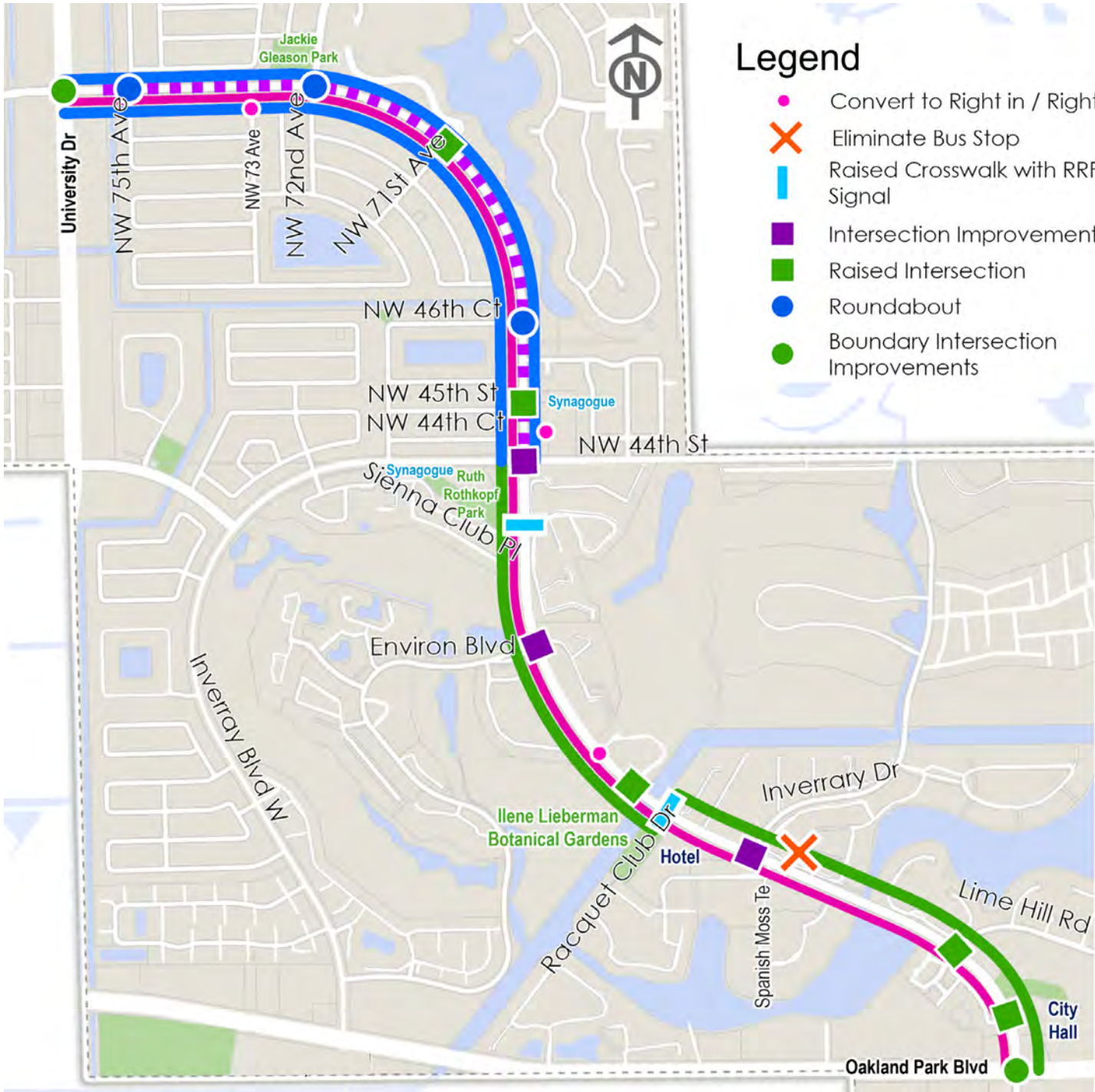
17
Pedestrian Crashes

13
Bicyclist Crashes



Chapter 6: Inverrary Boulevard

Recommendations: Location Map and Scope of Work



Notes:

- Lighting recommendations listed in Scope of Work
- RRFB = Rectangular Rapid Flashing Beacon
- Right-of-Way Acquisition required for (1) improvements at intersection at Inverrary Dr. and (2) improvements south of Lime Hill Rd crosswalk with RRFB plus curb extensions.
- Boundary Intersection Toolkit to be applied to intersections at University Dr and Oakland Park Blvd
- Shared Use Path to cross roadway north of Racquet Club Drive
- Scope of Work does not include concept for intersection at Oakland Park Blvd contained within City's NW Neighborhood Multimodal Master Plan.
- Not shown: (1) Replace existing pedestrian bridge over Middle River Canal and (2) Narrow side street curb radii with curb extensions
- The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment

- Raised Bicycle Lane (Both sides of roadway - Univ Dr to NW 44 St)
- 19 x Bicycle Conflict Markings
- 3 x Install Roundabouts with Protected Bikeway and curb extensions/curb tightening (NW 75 Av, NW 72 Av, & NW 46 Ct)
- 3 x Add Center Lane Median & Creating Right-in &-outs (NW 73 Av, BoA Financial Center, and Inverrary Country Club - Northern Driveway)
- Shared Use Path (SUP) (One side of roadway from NW 44 St to OP Blvd)
- Install Hardened Centerline
- 2 x Signalized Raised Crossings with Pedestrian Signal (Sienna Club Pl & Racquet Club Dr)
- 3 x Install Raised Side Street Crosswalks
- 5 x Install Raised Intersections (NW 71 Av, Moshiah Center Driveway, Inv. Country Club South Entrance, Lime Hill Rd, and City Hall Entrance)
- 30 x Extend Curbs/Reduce Turning Radii at each side street & intersection
- 3 x New SUP Bridges (West ROW over Middle River Canal / Replace existing bridge; East ROW over waterway north of Spring Bluff Pl; East ROW at OP Blvd) and 1x Ped Only Bridge (West ROW at OP Blvd)
- Intersection at Inv Country Club South Entrance: evaluate for new signalized intersection as new development permits
- Intersection Improvements at Spanish Moss Te and Inverrary Dr: Relocating Spanish Moss Te to the Inv Blvd/Inv Dr Intersection, Removing the existing entrance and adding Curb and Sidewalk. At the relocated intersection, add pedestrian medians, median noses, curb extensions/tightened radii, and centerline hardening.
- Intersection Improvements at Environ Blvd: curb extensions/ tightening radii, adding median extensions (which create pedestrian islands).
- Intersection Improvements at NW 44 St: curb extensions, channelized bike movements, median noses, and conflict marking
- Lime Hill Rd to City Hall Driveway East: Roadway Improvements / Realigning Inv. Blvd from ~5-feet
- City Hall Driveway to OP Blvd: Roadway Improvements - moving curb and preparing land on the west side of Inv Blvd to accommodate new sidewalk
- Build New Sidewalk on the west side of roadway from Lime Hill Rd to OP Blvd
- 48 x Stripe Crosswalks
- Lighting: Upgrade existing light poles to LED
- Lighting: Add New pedestrian/bike assemblies on both sides of corridor



Chapter 6: Inverrary Boulevard

Recommendations: Lane Repurposing from University Dr to NW 44 St

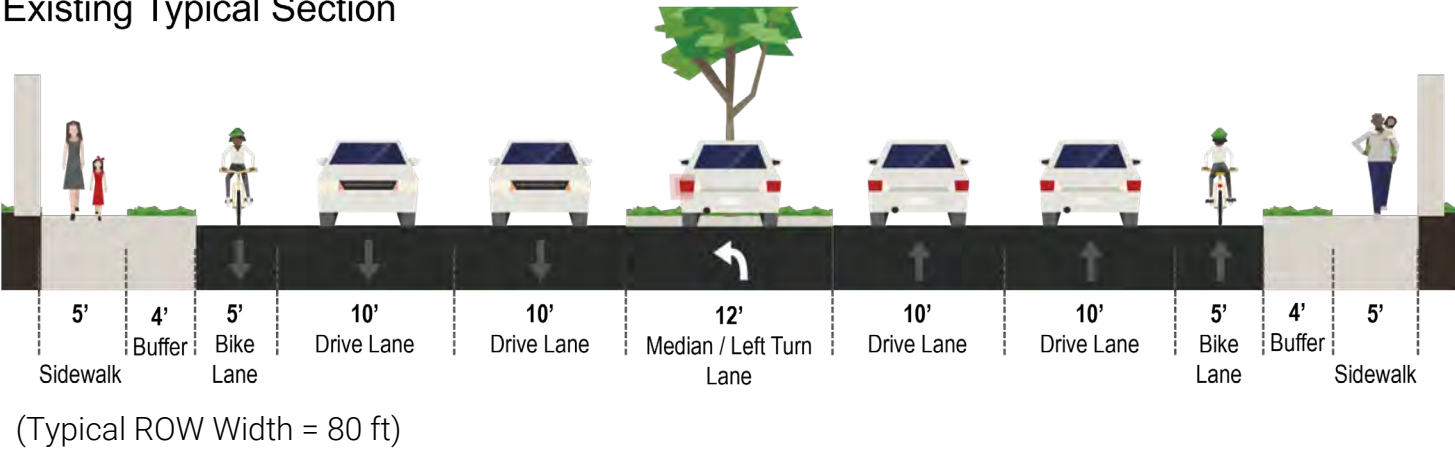
Existing



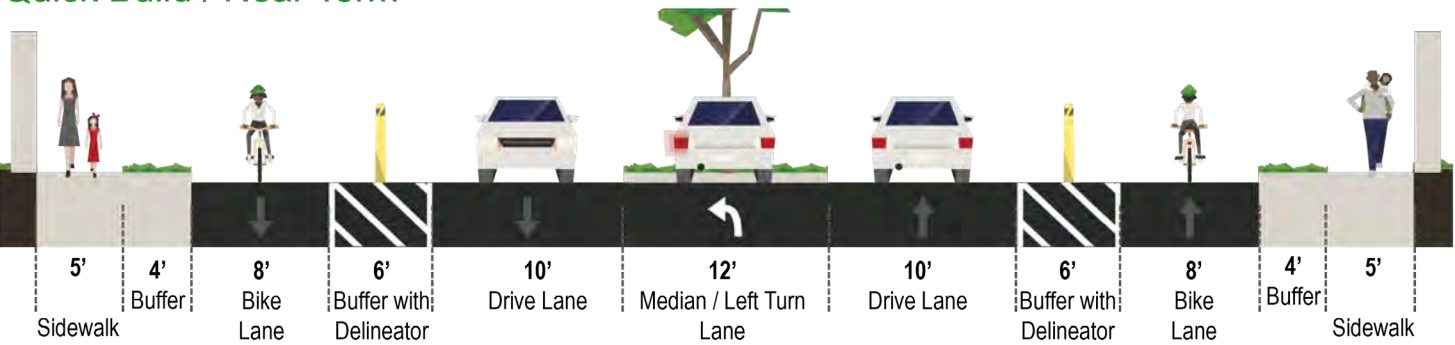
Example: Protected Bike Lane



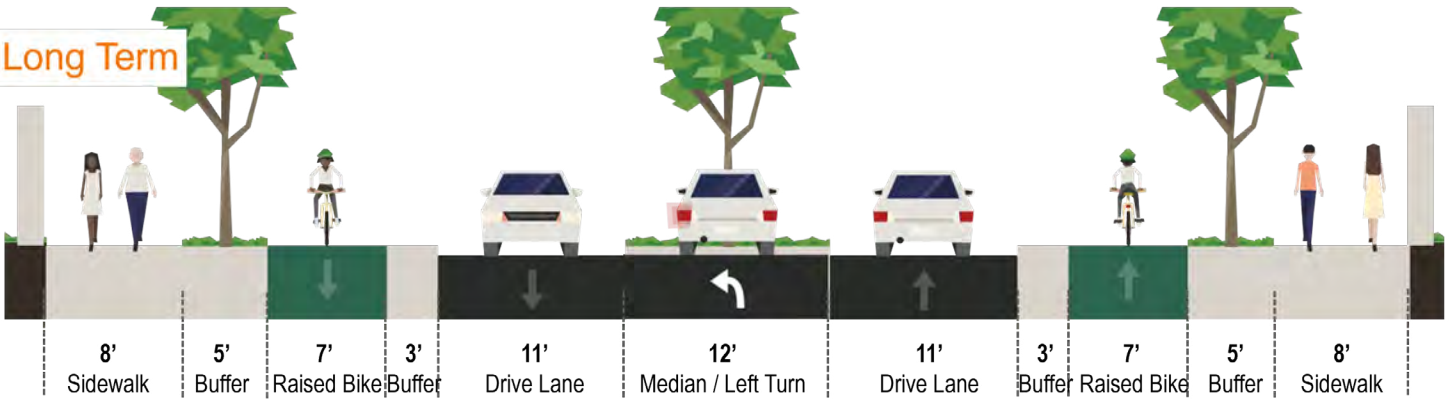
Existing Typical Section



Quick Build / Near Term



Long Term





Chapter 6: Inverrary Boulevard

Recommendations: NW 46 Ct

- 1 Existing sidewalk is widened
- 2 New pedestrian scale lighting
- 3 New raised bikeway separated from sidewalk by landscape strip; One travel lane in each direction is repurposed to accommodated raised bikeway
- 4 Left turn lane removed; roundabout facilitates turns
- 5 New roundabout with landscaped median
- 6 One travel lane in each direction after lane repurposing
- 7 Median islands provide refuge space for people crossing





Chapter 6: Inverrary Boulevard

Recommendations: Spanish Moss Te to Former Golf Club Driveway

Existing

The closely spaced signalized intersections (Inverrary Dr and Spanish Moss Te) are recommended to be replaced with one standard four-way intersection. The new intersection would connect Inverrary Dr to Racquet Club Rd. **Right-Of-Way (ROW) acquisition would be required.**

A new Shared Use Path would provide space for both pedestrians, scooter riders, and bicyclists. The shared use path would cross from the east ROW to the west ROW at a raised shared use path crosswalk just north of Racquet Club Dr, which is recommended to be signalized. The existing (non-operational) pedestrian bridge over the Middle River canal would be replaced with a new bridge wide enough to accommodate the shared use path.

The existing bike paths are shown as remaining (for cost efficiencies), but the curbs may be extended (roadway narrowed) to increase the width of pedestrian facilities as determined in final design.



- 1

New shared use path in east ROW (the shared use path crosses over to west ROW just north of Racquet Club Dr)
- 2

Move Bus Stop closer to the redesigned intersection and provide an ADA compliant landing
- 3

Relocate Racket Club Road/Spanish Moss Terrace to directly intersect with Inverrary Drive (ROW acquisition required)
- 4

High visibility crosswalk with median island
- 5

Hardened centerlines calm left turns and create median
- 6

Landscaped median island
- 7

Curb extension and reduce turning radii at side streets and driveways
- 8

Raised crosswalks at side street intersecting the shared use path
- 9

Raised Shared Use Path crossing with pedestrian signal (RRFB is an alternative). Shared Use Path crosses from east ROW to west ROW.
- 10

Existing pedestrian bridge replaced with Shared Use Path bridge
- 11

New raised intersection with full signal to be evaluated for installation when new development occurs
- 12

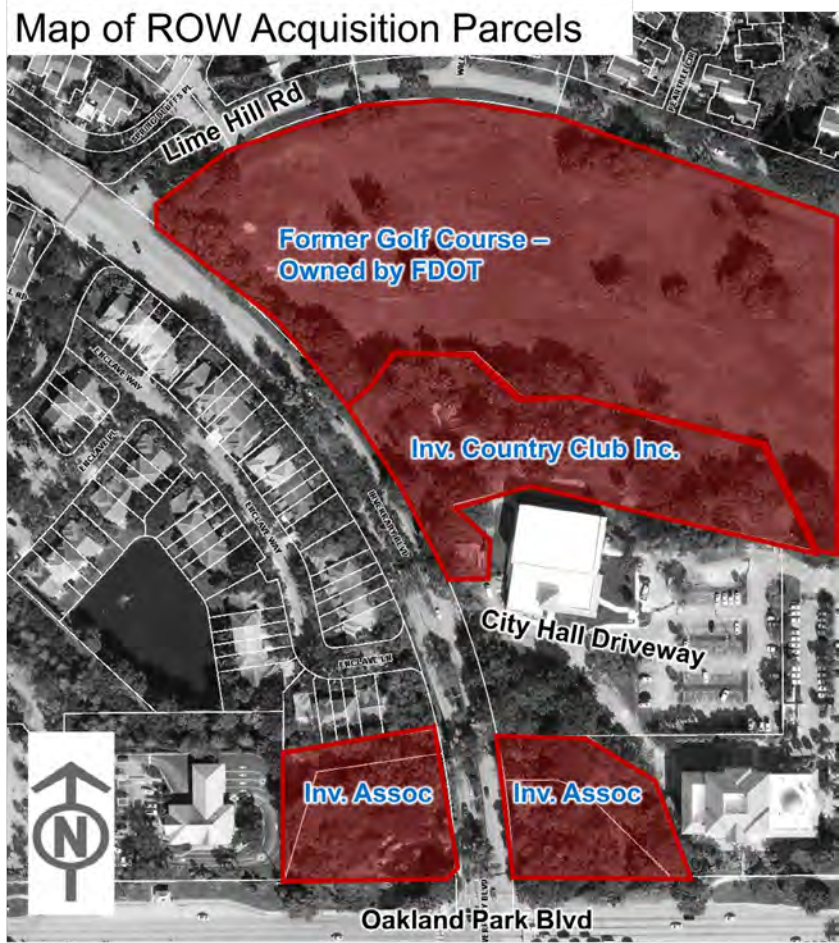
Bike bend outs at intersections (typical)



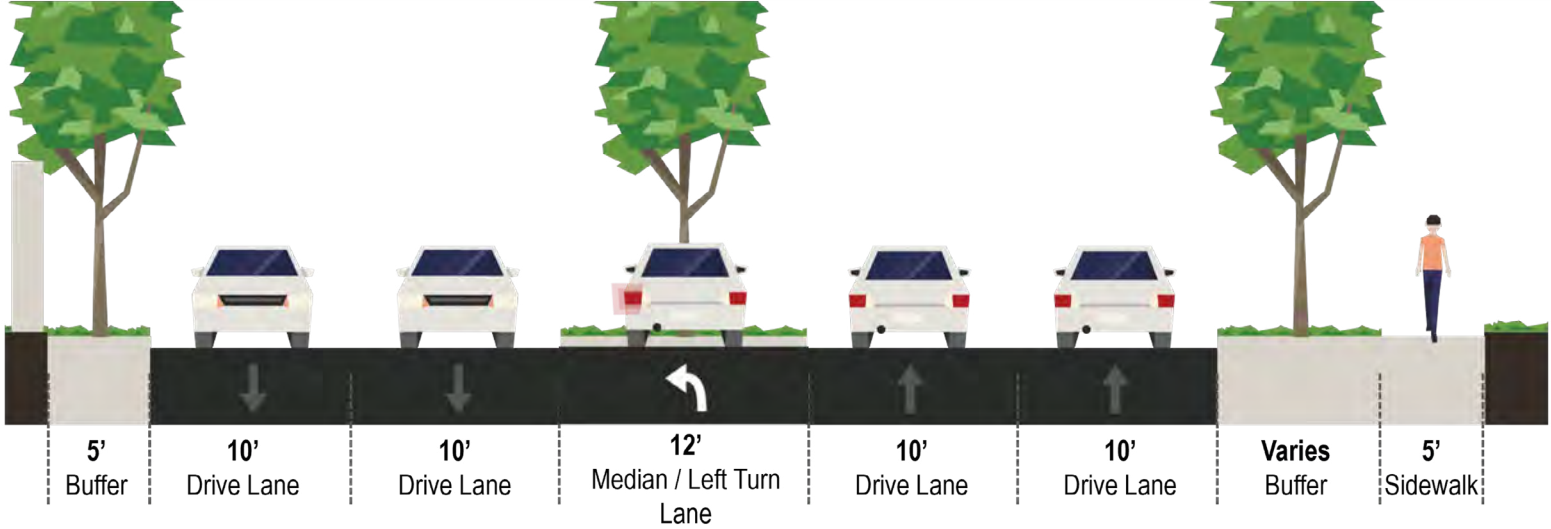
Chapter 6: Inverrary Boulevard

Recommendations: Lime Hill Rd to Oakland Park Blvd - Right-Of-Way (ROW) Acquisition

Existing: West ROW



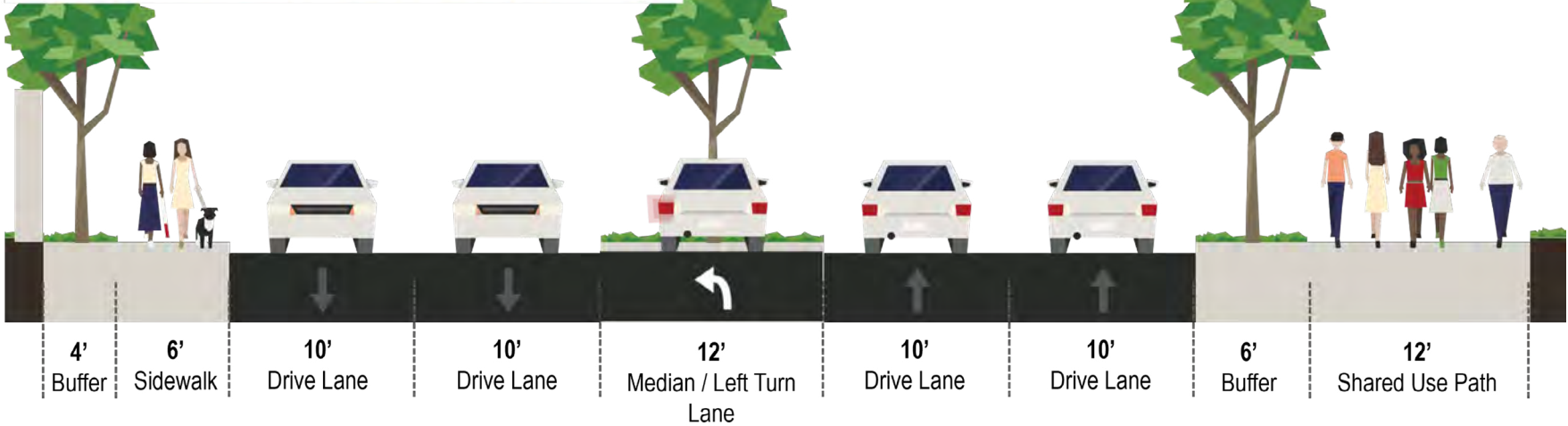
Existing Typical Section: Lime Hill Rd to Oakland Park Blvd



Center Landscaped Median Notes:

- From Lime Hill Rd to City Hall driveway: The roadway would need to be shifted approximately five feet to the east, resulting in removing and rebuilding the center landscaped median
- South of the City Hall driveway: The center landscaped median is intended to remain.

Long Term with ROW Acquisition



- Notes:
- ROW acquisition is recommended in segment of roadway between Lime Hill Rd and Oakland park Blvd
 - The amount of ROW needed will be determined during project design.
 - ROW is needed to accommodate a sidewalk in the west ROW and a Shared Use Path in the east ROW.
 - The additional ROW may also accommodate additional turn lanes onto Oakland Park Blvd (City's NW Neighborhood Multimodal Master Plan.
 - The impacted BCPA folios and property owners are:
494123010120 -- FDOT : 494123010130 and 494123010060 -- Inverrary Association : 494123010080 – Inverrary Country Club Inc.



Chapter 6: Inverrary Boulevard

Planning Level / Conceptual Cost Estimates

Raised Bicycle Lane (Both sides of roadway from Univ Dr to NW 44 St) [1]	\$1,626,630.47
19 x Bicycle Conflict Markings [2]	\$19,331.22
3 x Install Roundabouts with Protected Bikeway and curb extensions/curb tightening (NW 75 Av, NW 72 Av, and NW 46 Ct)	\$1,048,130.56
3 x Add Center Lane Median & Creating Right-in and -outs (NW 73 Av, BoA Financial Center, and Inverrary Country Club - Northern Driveway)	\$149,951.47
Shared Use Path (SUP) (One side of roadway from NW 44 St to OP Blvd) [1]	\$1,373,362.10
Install Hardened Centerline [3]	\$42,444.00
2 x Signalized Raised Crossings with Pedestrian Signal (Sienna Club Pl & Racquet Club Dr)	\$415,349.68
3 x Install Raised Side Street Crosswalks [4]	\$53,015.89
5 x Install Raised Intersections (NW 71 Av, Moshiaich Center Driveway, Inverrary Country Club Southern Entrance, Lime Hill Rd, and Lauderdale City Hall Entrance)	\$835,211.72
30 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection [5]	\$501,708.50
3 x New SUP Bridges (West ROW over Middle River Canal / Replace existing bridge; East ROW over waterway north of Spring Bluff Pl; East ROW at OP Blvd) and 1x Ped Only Bridge (West ROW at OP Blvd) [6]	\$1,462,500.00
Intersection at Inv Country Club: Evaluate for New Signalized as New Development Permits	\$493,938.77
Intersection Improvements at Spanish Moss Te and Inverrary Dr: Relocating Spanish Moss Te to the Inv Blvd/Inv Dr Intersection, Removing the existing entrance and adding Curb and Sidewalk. At the relocated intersection, add Pedestrian Medians, Median Noses, Curb Extensions/Tightened Radii, and Centerline Hardening. [7] [8]	\$187,907.20
Intersection Improvements at Environ Blvd: Curb Extensions/ Tightening Radii, adding Median Extensions (which Create Pedestrian Islands).	\$4,657.55
Intersection Improvements at NW 44 St: Curb Extensions, Channelized Bike Movements, Median Noses, and Conflict Marking [9]	\$17,602.78
Lime Hill Rd to City Hall Driveway East: Roadway Improvements / Realigning Inverrary Blvd from ~5-feet [8] [10]	\$743,694.25
City Hall Driveway to OP Blvd: Roadway Improvements: Moving Curb and Preparing Land on the Westside of Inv Blvd to Accommodate New Sidewalk [11] [12]	\$78,003.15
Build New Sidewalk on the Westside of Inv Blvd from Lime Hill Rd to OP Blvd	\$86,188.67
48 x Stripe Crosswalks [13]	\$197,395.00
Lighting: Upgrade existing light poles to LED	\$2,427,944.38
Lighting: Add New pedestrian/bike assemblies on both sides of corridor [14]	\$4,900,697.12
SUBTOTAL	\$16,665,664.47

Mobilization	10%	\$1,666,566.45
Maintenance of Traffic (MOT)	10%	\$1,666,566.45
Misc. & Contingency (Not including major utility)	20%	\$3,333,132.89
PE/Design	20%	\$3,333,132.89
CEI	15%	\$2,499,849.67
CONSTRUCTION COST in 2025 dollars		\$29,164,912.83

Notes:

See Appendix for Cost Details

1. Cost does not include impacts or improvements to drainage
2. At all Street, Intersection, and Driveway Crossings
3. At left-turn lanes, except where closures, roundabouts, or existing/recommended medians are present
4. At location where SUP intersects non-signalized side streets
5. Excluding Roundabouts as curb reconstruction is included in those costs
6. No Pay item available. Best Practice is \$325 per SF
7. Curb Extensions and Crossings /Conflict Markings are Part of Corridor Wide Treatments and Costs are not Included Here
8. ROW Acquisition required - Costs do not include ROW Acquisition costs
9. Curb Extensions and Crossings /Conflict Markings are Part of Corridor Wide Treatments and Costs are not Included Here
10. New Sidewalk Accounted for in Separate Pay Item
11. New Sidewalk, New Ped/Bike Bridges Accounted for in Separate Pay Item
12. ROW Acquisition required - Cost does not include ROW Acquisition costs or rebuilding water features
13. Special Emphasis, All Intersections, Including Replacing Existing Crosswalks
14. 50 ft spacing assumed
 - Total costs may not reconcile by a few cents due to rounding.

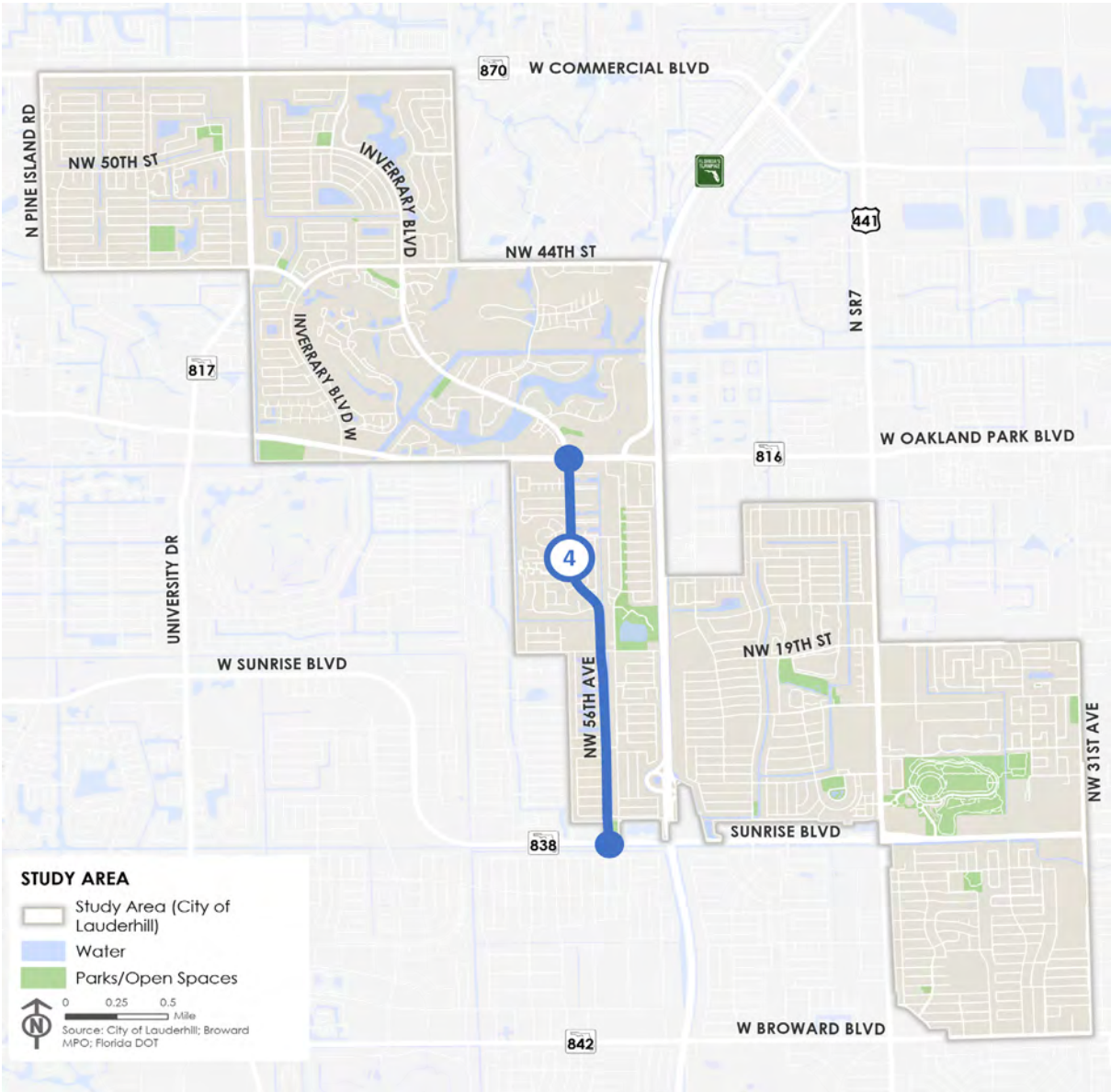
Chapter 7:

NW 56 Avenue





Chapter 7: NW 56 Avenue



NW 56 Av is a city-owned Major Collector roadway that traverses the Central Lauderhill neighborhood, which is one of the City’s Community Redevelopment Areas. As the southern continuation of Inverrary Blvd, it is a direct route from Oakland Park Blvd to Sunrise Blvd, providing access to the Florida Turnpike. The roadway has two distinct contexts and configurations. North of NW 19 St, there are three travel lanes (one south bound, and two north bound) while south of NW 19 St, there are two travel lanes. North of NW 19 St the roadway provides access to multi-family developments, while south of NW 19 St the roadway abuts single family homes. Notably, there are two public elementary schools along the roadway. Lauderhill Fire Rescue Station 57 is located in the center of the roadway, with a city Park on the southern end. The roadway is equipped with sidewalks and bike lanes and provides access to both Broward County Transit and Community Shuttle routes. The posted speed limit is 30 mph.

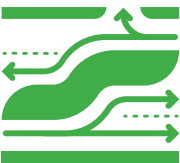
Key Issues & Objectives



Reduce Crash Severity



Lower roadway speed



Improve access management



Enhance bicycle facilities



Redesign roadway to have consistent features



Enhancements for walk and bike to school activity



Improve and increase crosswalks

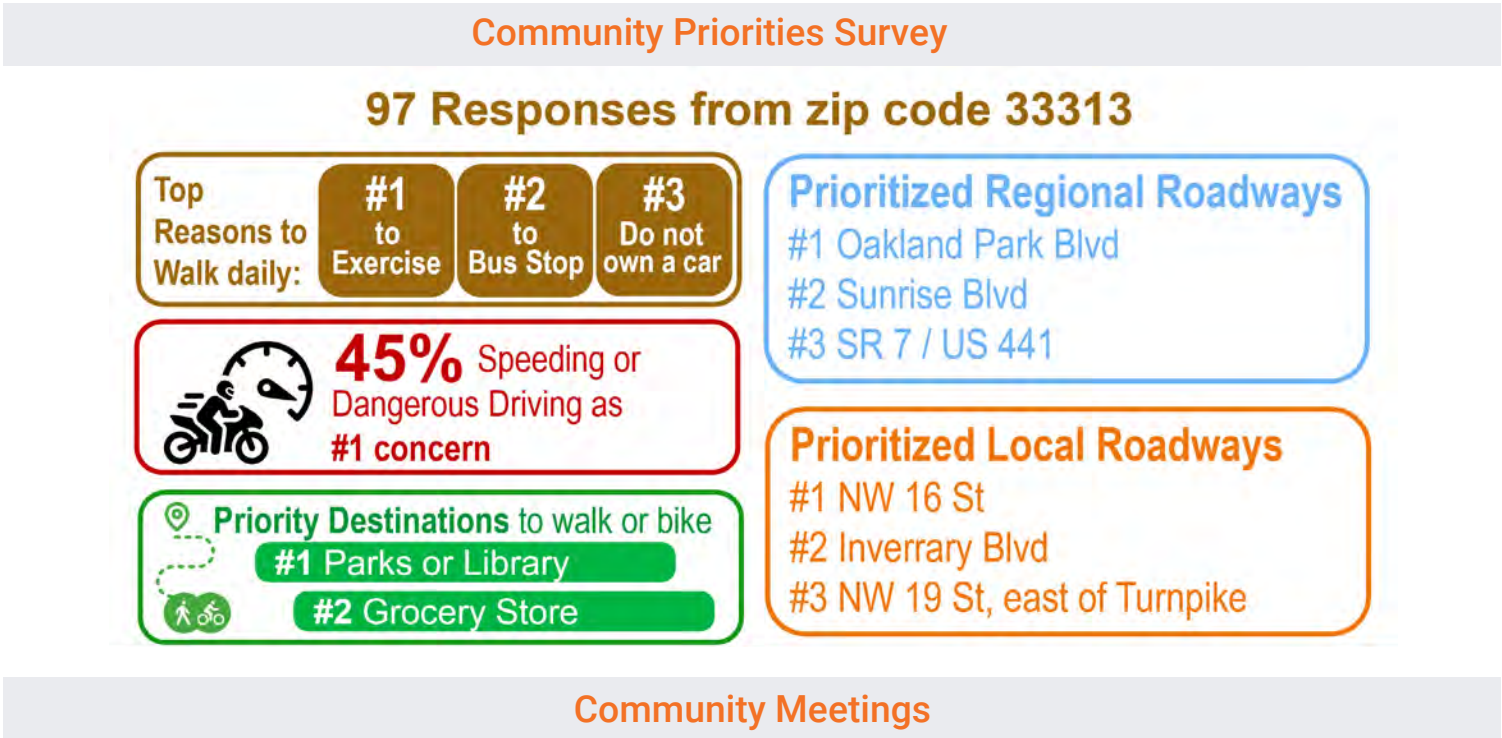


Chapter 7: NW 56 Avenue

Existing Conditions

NW 56 Av Roadway Owner		City ■ Intersections at Oakland Park Blvd and Sunrise Blvd = FDOT
Functional Classification		Collector (Major)
Posted Speed Limit		30 MPH
Speed Studies		6/3 – 6/7/2024 @ NW 19 St (Royal Palm ES School Zone): 27% speeding in AM; 32% speeding in PM 6/3 – 6/7/2024 @ NW 25 St & NW 55 Av (Endeavor PLC School Zone): 81% speeding in AM; 87% speeding in PM
Traffic Volume (2024)		Oakland Park Blvd to NW 19 St = 22,000 ■ NW 19 St to Sunrise Blvd = 23,500
Number of lanes		Oakland Park Blvd to 2950 Block = 4 ■ 2950 Block to NW 19 St = 3 ■ NW 19 St to Sunrise Blvd = 2
Signalized Intersections		5 = Oakland Park Blvd, NW 25 St, NW 19 St, NW 15 St, and Sunrise Blvd
High Injury Network		Oakland Park Blvd to Blueberry Ct ■ NW 19 St to Sunrise Blvd
High Risk Network		Intersections at Oakland Park Blvd and Sunrise Blvd
Bike Level of Traffic Stress		3
Walk Level of Traffic Stress		Oakland Park Blvd to NW 19 St + NW 15 St to Sunrise Blvd = 1 ■ NW 19 St to NW 15 St = 2
Parks		South Gateway Park
School / Childcare		Endeavor Primary Learning Center & Royal Pam Elementary School
Other Pedestrian Generator		City parks on NW 55 Av, Pedestrian Bridge on NW 19 St
Age 55+ Housing		None
BCT Routes		81 ■ 72 at Oakland Park Blvd ■ 36 at Sunrise Blvd
Community Shuttle Routes		2
Redevelopment		Lauderhill Central CRA
Access Management Issues		Only roadway between Turnpike and University Dr that provides direct connection from Oakland Park Blvd to Sunrise ■ Very heavy AM / PM traffic at arterial intersections ■ School vehicular activity at NW 19 St (including frequent EB to WB U-turns) ■ NW 19 St to Sunrise Blvd = Frequent driveways to single family homes ■ Side street intersections and driveways allowing uncontrolled LTs ■ NW 18 St to NW 16 Ct = Perpendicular access road in west ROW ■ Frequent WB to SB LT at NW 11 St, likely due to NW 55 Av one-way NB between NW 11 St and Sunrise Blvd
Planned Improvements		BCT is planning for Bus Rapid Transit on Oakland Park Blvd
Bike Facilities		4 ft Bike Lanes (in west ROW - end at NW 11 St) ■ Bike lanes do not extend through signalized intersections
Sidewalks		Continuous, Curbed 5 ft
Mid-Block Crosswalks		North of driveway to Endeavour Primary Learning Center – Unsignalized
Observations	Bike Riding	Bike riding on sidewalks (including school aged children) ■ Bike riding against traffic
	Walking or Sidewalks	Uneven sidewalks abutting single family homes ■ Garbage cans and vehicles obstructing sidewalks ■ Walk to school activity including K-12 children walking without adults ■ MS + HS students walking to pedestrian bridge at NW 19 St ■ Large gathering of students waiting for Nova School bus
	Crossing Roadway or Crosswalks	School Crossing Guards at NW 19 St, NW 25 St, and at unsignalized crossing north of driveway to Endeavour PLC ■ Ped's observed trying to cross at PLC crosswalk during other times but vehicles fail to stop ■ Ped's frequently cross roadways not at designated crossings, especially adjacent to bus stops ■ Intersections south of NW 19 St have sidewalk curb ramps (some with detectable warnings) but do not lead to marked crosswalks
	Other	Pockets of Shade Trees though most of sidewalk is unshaded ■ Pedestrian scale lighting ■ Scooter riders on sidewalks ■ Senior citizens utilizing assistive devices (mobility scooter, walker) ■ Near Sunrise Blvd, drivers make prohibited LT in / out of gas station and public storage driveways ■ Bus stops do not have shelters and/or benches

Public Engagement October 2024 to January 2025



Oakland Park Blvd:

- Bus stop between NW 55 Av and NW 56 Av - Cleaner Bus Stops please
- Oakland Park Blvd: Bus stops needs attention, please
- Oakland Park Blvd: Speeding, Needs more shrubbery, loud music blasting
- Oakland Park Blvd: Feels unsafe
- More speed bumps; Shuttles on Saturday
- Sunrise Blvd: Right turn arrow heading west (SB to WB RT)

General Notes for Central Lauderhill Area:

- Visibility of speed limit and road signs
- Invest in more enforcement for safer roads
- Heavy traffic on major arteries
- Lighting in the city should be improved
- Adding faster, cleaner buses; Encouraging mass transit - less cars on the road
- Doing an audit of BCT Shuttles - should times or days change
- Change - upgrading buses; open air buses; green shuttles



Chapter 7 : NW 56 Avenue

Field Audit Observations



1
Pedestrian using an assistive device (walker) waits to cross roadway. U-turn prohibited sign



2
Bicyclist riding on sidewalk



3
Pedestrians frequently have to share the sidewalk with e-scooter riders



4
Pedestrian riding a 4-wheel mobility scooter passes a transit rider waiting for the bus



5
Bicyclist riding in bike lane; Transit rider wait for bus at stop with no shelter



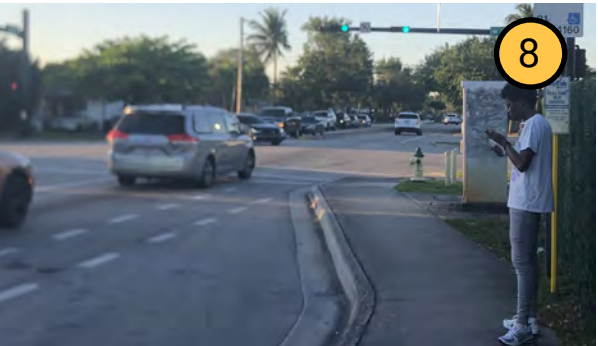
6
Mast Arm pole obstructs sidewalk in NW corner



6
Crossing guard stops traffic.; Heavy pedestrian activity during walk to school



7
Despite the sidewalk curb ramps with detectable warnings, there are no marked crosswalks



8
Transit rider waits at bus stop with no shelter or bench

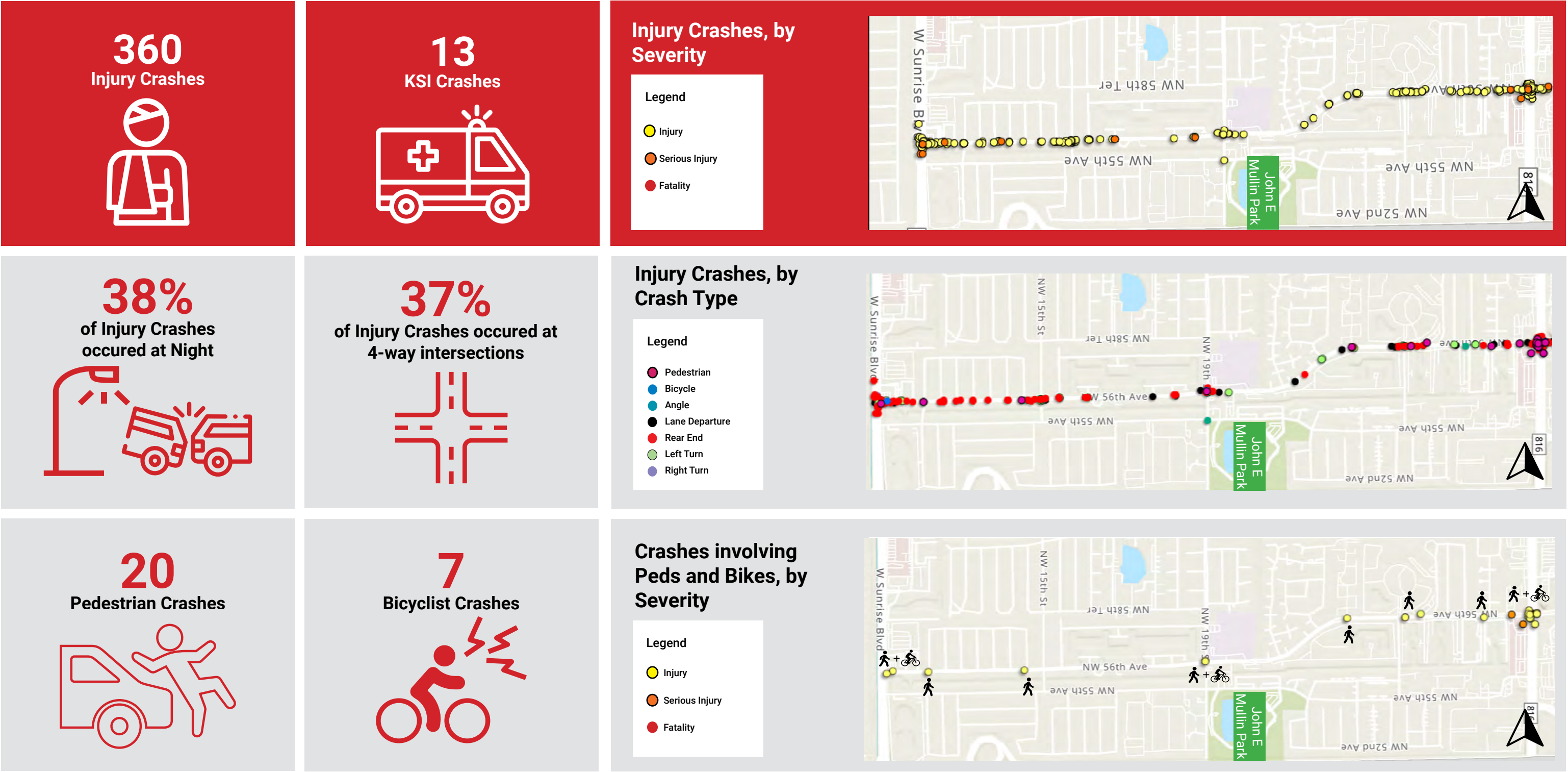


9
With no physical barrier, drivers frequently turn left in and out of the commercial business driveways



Chapter 7: NW 56 Avenue

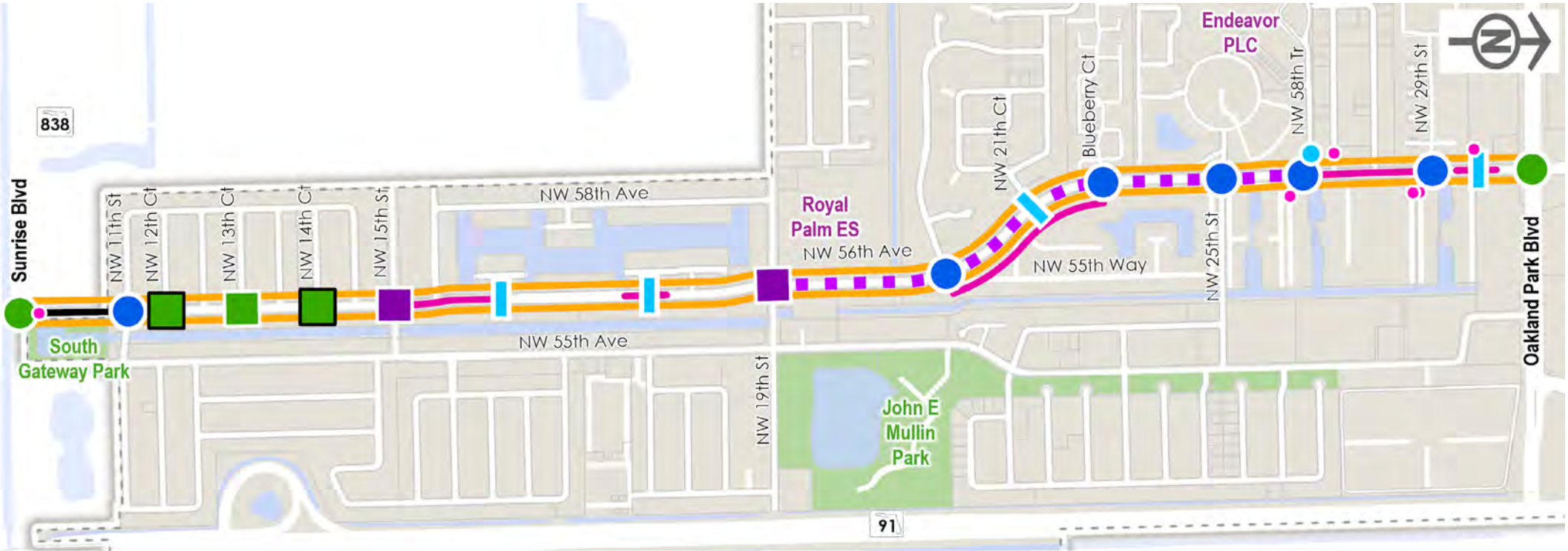
5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured





Chapter 7: NW 56 Avenue

Recommendations: Location Map and Scope of Work



Legend

- | | | |
|--------------------------------------|------------------------------------|---------------------------------|
| ● Roundabout | ● Convert to Right in / Right out | ■ Intersection Improvements |
| ● Boundary Intersection Improvements | ● Move Bus Stop | — Protected or Raised Bike Path |
| — Center Lane Median | — Raised Crosswalk With RRFB | — Hardened Centerline |
| ■ Lane Repurposing | ■ Raised Intersection | ■ Parks/Open Spaces |
| | ■ Supplemental Raised Intersection | ■ Water |

- Notes:
- Lighting recommendations listed in Scope of Work
 - RRFB = Rectangular Rapid Flashing Beacon
 - Raised Intersection identified as "Supplemental" can be replaced with alternative options, including a raised crosswalk with RRFB plus curb extensions
 - Hardened Centerline near Sunrise Blvd to be located to reinforce prohibited left turns in and out of business driveways.
 - Not shown: Narrow side street curb radii with curb extensions
 - The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment.

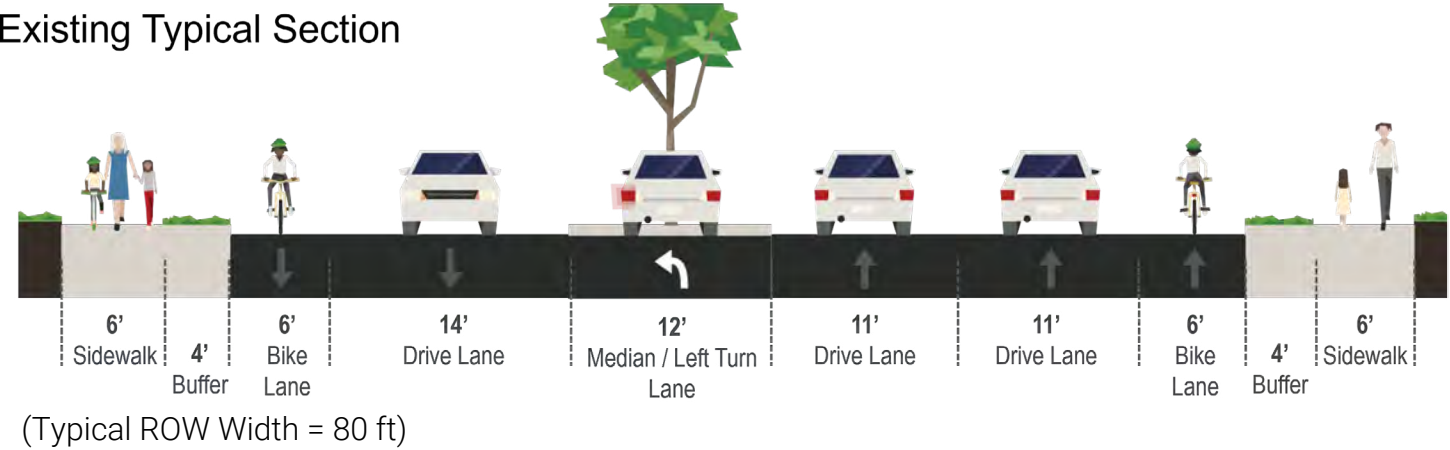
- Raised Bicycle Lane (both sides of roadway)
- 105 x Bicycle Conflict Markings
- Rebuild/Create New Wider Sidewalk (350 ft South of OP Blvd to NW 19 St)
- Install Hardened Centerline (NW 11 St to Sunrise Blvd)
- Add Center Lane Median (Near RRFB at W OP Blvd to NW 58 Tr, from Blueberry Ct to NW 22 Ct, Near RRFB at NW 18 Ct, and Near RRFB at NW 16 Ct to NW 15 St), and Extend / Reconstruct Medians Approaching Roundabouts
- 4x Raised Crossings with RRFBs (at Bus Stop 2785, NW 22 Ct, at NW 18 St, and NW 16 St).
- 133 x Stripe Crosswalks
- 1 x Install Raised Roundabouts with Curb Extensions/Tightened Radii (NW 11 St)
- 5 x Install Roundabouts with SUP, Raised Crossings, and with Curb Extensions /Tightened Radii (at NW 29 St, NW 58 Tr, NW 25 St, Blueberry Ct, and NW 21 St)
- 1 x Install Raised Intersections (NW 13 Ct)
- 2 x Install Supplemental Raised Intersections (NW 14 Ct and NW 12 Ct)
- 51 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection
- 30 x Install Raised Side Street Crossings
- Intersection Improvements at NW 19 St: curb extension/reduced turn radii, hardened centerlines, bike bend-outs, and two-dedicated bus-stop areas
- Intersection Improvements at NW 15 St: curb extensions / reduced turn radii, hardened centerlines on NW 15 St legs, median noses
- Lighting: Upgrade existing light poles to LED



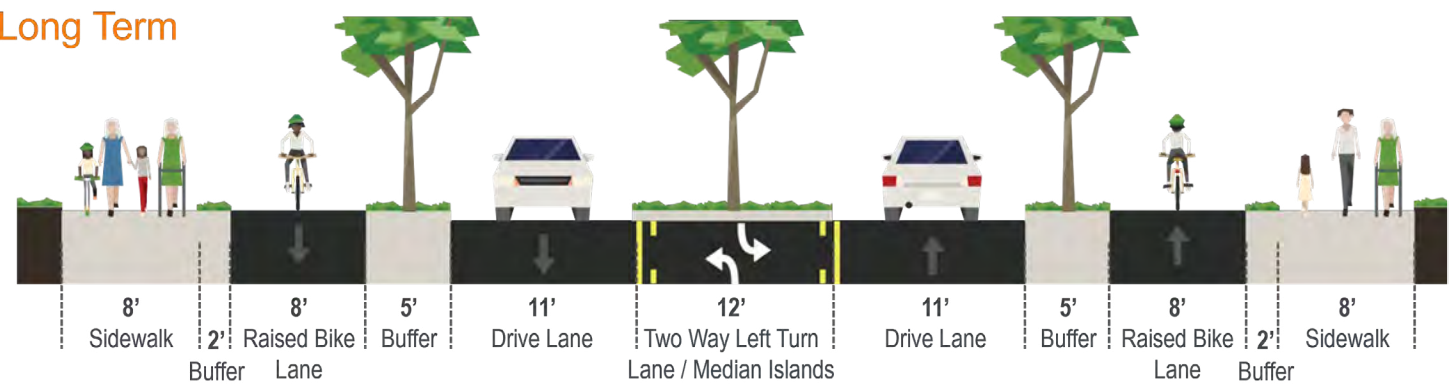
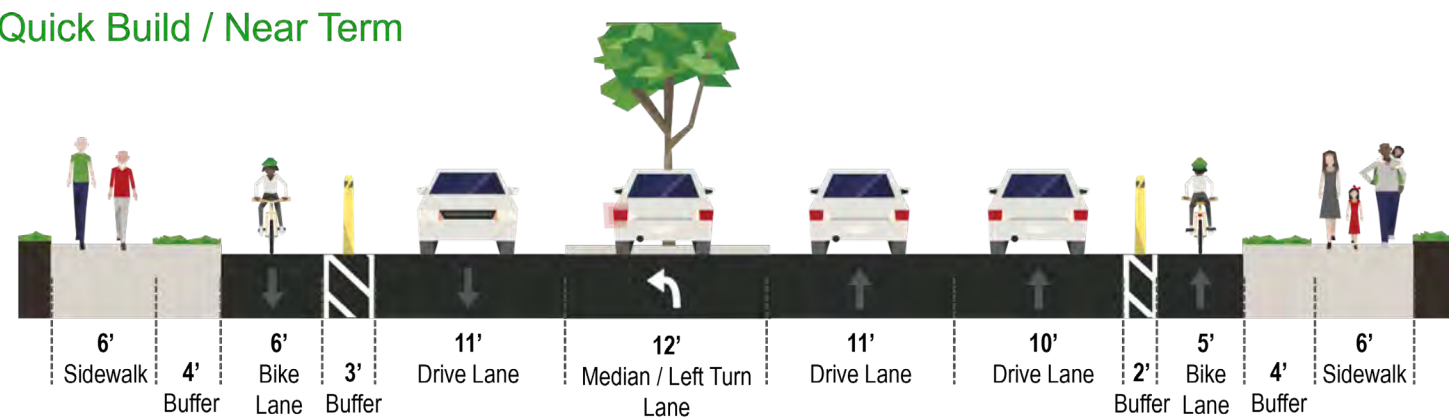
Chapter 7: NW 56 Avenue

Recommendations: Lane Repurposing from Oakland Park Blvd to NW 19 St

Existing



Example: Quick Build Buffered Bike Lane



- Notes:
- Lane Repurposing recommended in segment of roadway between Oakland Park Blvd and NW 19 St
 - Lane Repurposing limits would be determined in Design phase
 - One NB lane repurposed; SB Lane narrowed
 - Quick Build / Near Term Buffered Bike Lanes
 - Buffers between sidewalk, bike lane, and roadway may be landscaped, hardscaped, or a combination
 - Existing median maintained for Quick Build / Near Term only
 - New landscaped median built during Long Term phase



Chapter 7: NW 56 Avenue

Recommendations: NW 25 St to west of Oakland Park Blvd

The space from the repurposed NB travel lane and narrowed SB travel lane will be converted into a raised bike lane. Bicyclists and scooter riders would no longer feel the need to ride on the sidewalk, allowing ample space for pedestrians on the sidewalk, including students walking to Endeavor Primary Learning Center.

A series of roundabouts are recommended. Roundabouts are proven to greatly reduce injury crashes, and they also can provide improved efficiency vs signalized intersections. Raised mid-block crosswalks not only increase safety and convenience to pedestrians but are a critical feature to slow down traffic. The crosswalks may have RRFBs or be signalized.

Existing



- 1

New roundabouts with raised crossings and median refuge islands
- 2

New raised bikeway
- 3

Dedicated right-turn queuing area for driveway so gate queues are less likely to block traffic
- 4

Bikeway and sidewalks merge into a shared use path at roundabouts to support multimodal users in constrained space
- 5

NW 27th Ct and NW 28th St are converted to two-way. This allows for the closure of one median access. If it is determined to keep them one way in final design, the median opening may be moved to NW 28th Street or entrance into the neighborhood may be accommodated via u-turns at the roundabouts
- 6

Landscaped median island (including closing existing median opening)
- 7

High visibility crosswalks and/or bike conflict markings at side street crossings
- 8

Bikeway and sidewalk remain elevated at side streets and driveways
- 9

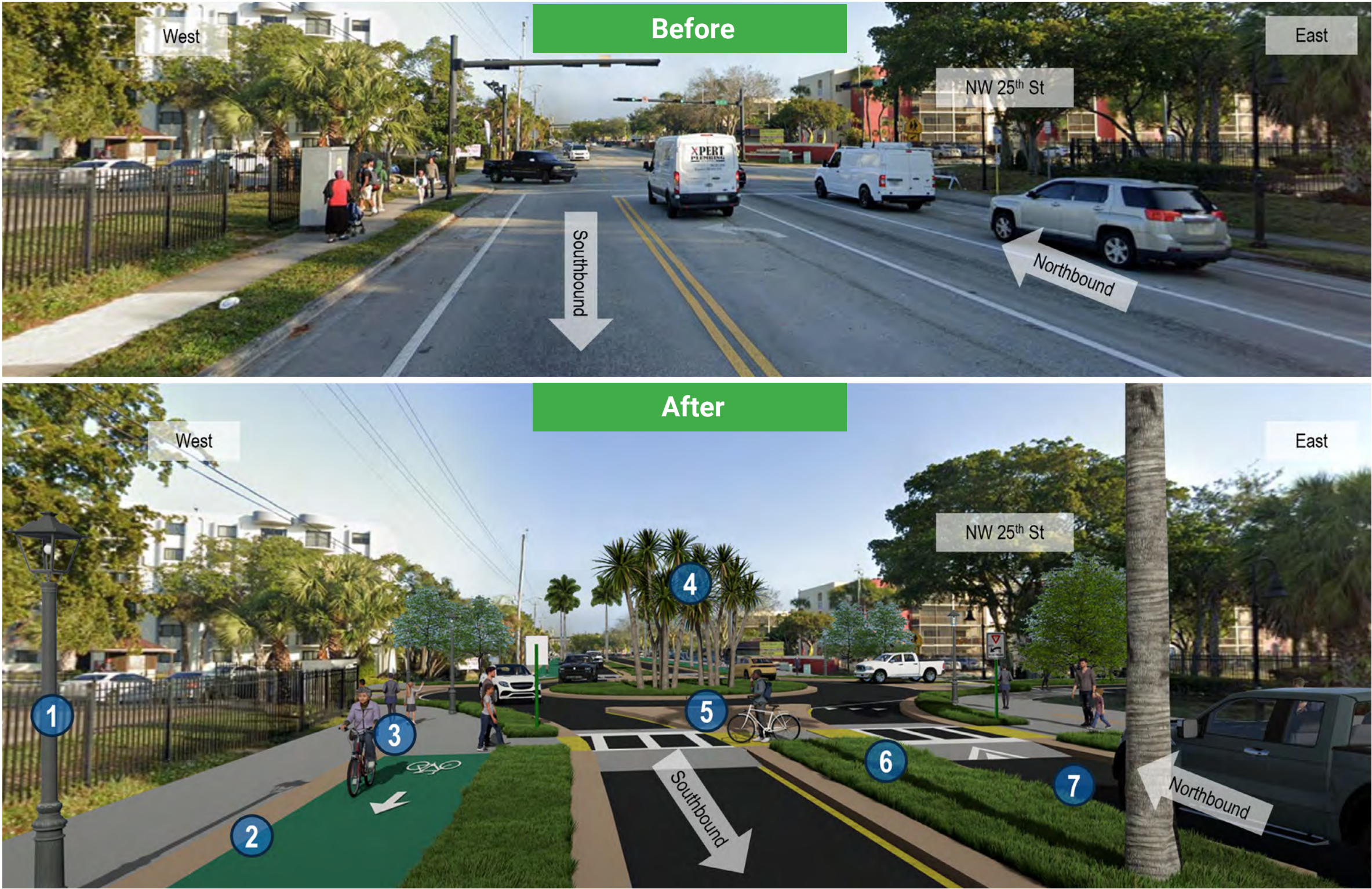
Raised crossing with RRFB



Chapter 7: NW 56 Avenue

Recommendations: NW 25 St

- 1 New pedestrian scale lighting
- 2 New raised bikeway with detectable buffer for people with visual impairments
- 3 Bikeway and sidewalks merge into a shared use path at roundabouts to support multimodal users in constrained space
- 4 Signalized intersection converted to roundabout with landscaped median
- 5 Median islands provide refuge space and raised crosswalks prioritize people crossing
- 6 Left turn lane removed; roundabout facilitates turns
- 7 One northbound through lane repropose to bike lane, sidewalk, and landscape strip in each direction to make walking and biking more comfortable





Chapter 7: NW 56 Avenue

Recommendations: NW 11 St to NW 14 St

A raised roundabout is recommended at NW 11 St to handle frequent left turns safely and efficiently. The roundabout will also act as a visible “gateway” that alerts drivers to slow down as they enter the neighborhood.

Due to its adjacency to Sunrise Blvd, RRFBs are recommended for the northern and southern crosswalks. The sidewalks, along with the new raised bike lanes, are rebuilt so that the elevations do not drop at each driveway.

Existing



- 1

Bus island with high visibility crosswalk across bikeway
- 2

New raised roundabout with RRFBs and median refuge islands across NW 56 Av
- 3

High visibility crosswalks and/or conflict markings at crossings
- 4

New raised intersections
- 5

High visibility crosswalk with RRFB and median island
- 6

Landscaped median island (typical)
- 7

Curb extensions or reduced turning radii at side streets (typical)
- 8

New raised protected bike lane
- 9

Bikeway and crosswalks remain elevated at raised intersections
- 10

Bike bend outs at side street crossings



Chapter 7: NW 56 Avenue

Planning Level / Conceptual Cost Estimates

Raised Bicycle Lane (Both sides of Roadway) [1]	\$3,082,704.24
105 x Bicycle Conflict Markings [2]	\$66,800.67
Rebuild/Create New Wider Sidewalk (350 ft South of OP Blvd to NW 19 St)	\$1,522,124.32
Install Hardened Centerline (NW 11 St to Sunrise Blvd)	\$14,148.00
Add Center Lane Median (Near RRFB at W OP Blvd to NW 58 Tr, from Blueberry Ct to NW 22 Ct, Near RRFB at NW 18 Ct, and Near RRFB at NW 16 Ct to NW 15 St), and Extend / Reconstruct Medians Approaching Roundabouts	\$687,128.88
4x Raised Crossings with RRFBs (at Bus Stop 2785, NW 22 Ct, at NW 18 St, and NW 16 St).	\$411,541.85
133 x Stripe Crosswalks [2]	\$244,935.08
1 x Install Raised Roundabouts with Curb Extensions/Tightened Radii (NW 11 St)	\$569,878.80
5 x Install Roundabouts with SUP, Raised Crossings, and with Curb Extensions /Tightened Radii (at NW 29 St, NW 58 Tr, NW 25 St, Blueberry Ct, and NW 21 St)	\$1,840,970.25
1 x Install Raised Intersections (NW 13 Ct)	\$139,818.81
2 x Install Supplemental Raised Intersections (NW 14 Ct and NW 12 Ct)	\$298,903.62
51 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection [3]	\$852,904.45
30 x Install Raised Side Street Crossings [4]	\$37,454.45
Intersection Improvements at NW 19 St: Curb Extension/Reduced Turn Radii, Hardened Centerlines, Bike Bend-outs, and Two-dedicated Bus-stop Areas [5]	\$72,053.35
Intersection Improvements at NW 15 St: Curb Extensions / reduced Turn Radii, Hardened Centerlines on NW 15 St Legs, Median Noses [5]	\$4,901.26
Lighting: Upgrade existing light poles to LED	\$1,230,966.88
SUBTOTAL	\$9,555,110.61

Mobilization	10%	\$955,511.06
Maintenance of Traffic (MOT)	10%	\$955,511.06
Misc. & Contingency (Not including major utility)	20%	\$1,911,022.12
PE/Design	20%	\$1,911,022.12
CEI	15%	\$1,433,266.59
CONSTRUCTION COST in 2025 dollars		\$16,721,443.56

Notes:

See Appendix for Cost Details

- 1. Cost does not include impacts or improvements to drainage
- 2. Special Emphasis, All Intersections, Side Streets, and Major Driveways Including Replacing Existing Crosswalks
- 3. Excluding Roundabouts as curb reconstruction is included in those costs
- 4. All intersections and major driveways where there are not roundabouts or raised crossings
- 5. Excluding Curb extensions and crossing / conflict markings - they are part of the Corridor-wide treatments
 - Total costs may not reconcile by a few cents due to rounding.

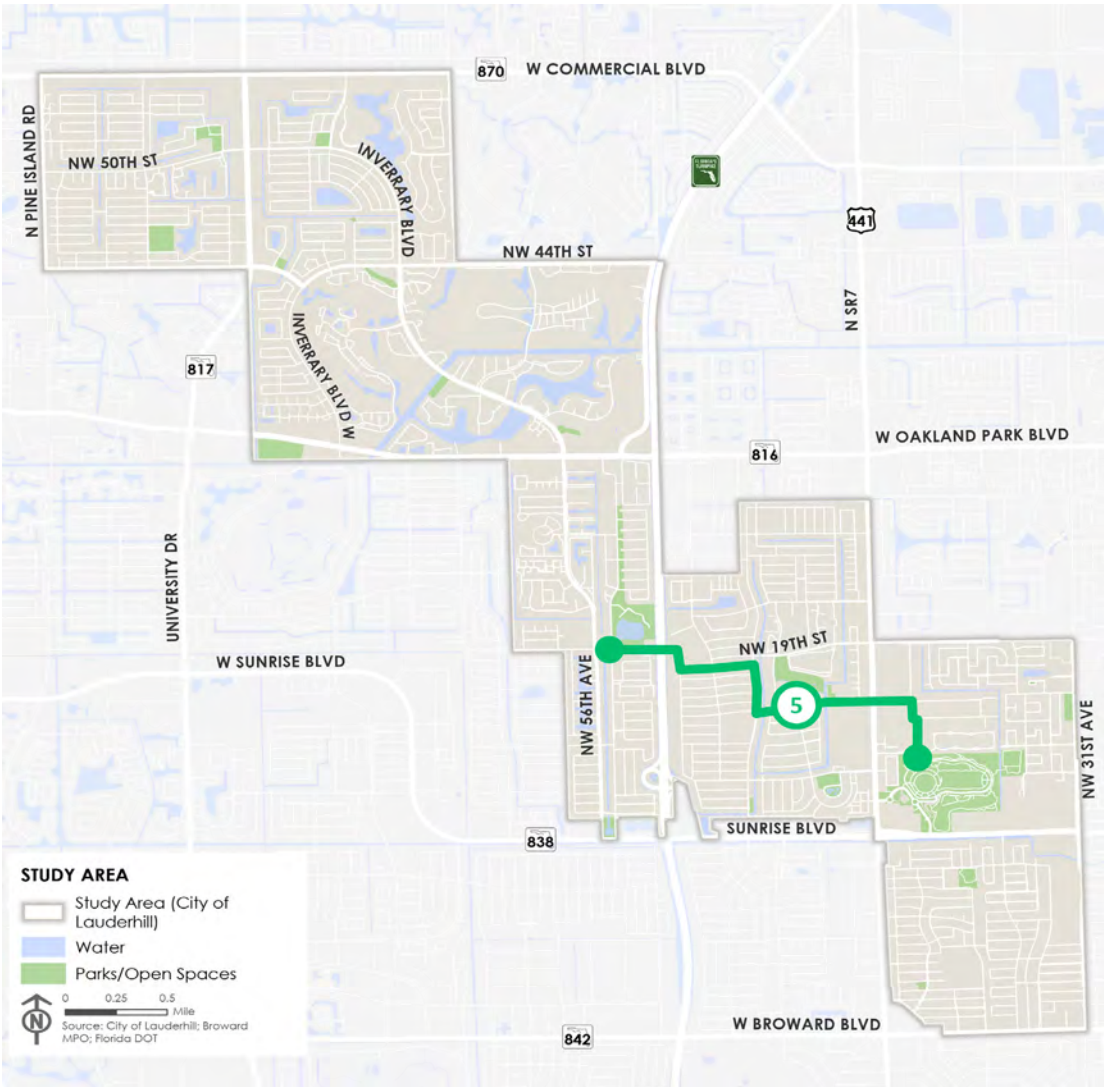
Chapter 8:

NW 19 Street to Central Broward Park





Chapter 8: NW 19 Street to Central Broward Park



The NW 19 St to Central Broward Park route is a combination of several facilities: local city-owned roadways, pedestrian bridge over the Florida Turnpike, BCPS property, and a future accessway to the Central Broward Park. It is intended to be a low-stress, seamless pedestrian / bicycle route connecting Central Lauderhill neighborhoods east and west of the FL turnpike, including five public schools, numerous city parks, Lauderhill Mall (including Transit Center), Lauderhill Central Park Library, Lauderhill Performing Arts Center, Central Broward Park, Swap Shop, and the West Ken Lark neighborhood (via the park-to-park pedestrian bridge). This route's recommendations will build upon recently completed and programmed improvements for the neighborhood east of the Turnpike, as well as the planned replacement of the pedestrian bridge over the FI Turnpike. From west to east, the route traverses single family neighborhoods, multi-family communities (including restricted to 55+), commercial and retail centers, and heavy commercial warehouses. West of the turnpike the route utilizes NW 19 St; east of the Turnpike the route utilizes NW 19 St, NW 47 Av, NW 16 St, and NW 38 Av. The primary posted speed limit is 25 mph.

Key Issues & Objectives



Enhancements for walk and bike to school activity



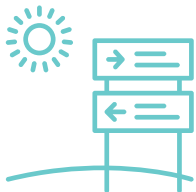
Lower roadway speed



Transform existing pedestrian bridge into community amenity



Gateway transition onto neighborhood roadway



Wayfinding



Create a cohesive pedestrian and bicycle route from west of Turnpike to Central Broward Park



Chapter 8: NW 19 Street to Central Broward Park

Existing Conditions

NW 19 St to Central Broward Park Roadway Owner		City ■ Pedestrian Bridge over Turnpike, Intersection at US 441 and NW 16 St = FDOT ■ Shared Use Path Behind 6-12 STEM = BCPS ■ Intersection at NW 47 Av at NW 19 St = Broward County
Functional Classification		Local ■ Major Collector = Intersections at NW 56 Av, NW 55 Av, and multiblock area on NW 47 Av
Posted Speed Limit		25 MPH
Speed Studies		2/1 – 2/5/2024 @ 1100 NW 47 Av: 85 th % = 25 MPH; Average Speed = 22 MPH; Max Speed = 60 MPH 5/1 – 5/2/2024 @ 4300 to 4700 NW 16 St: 85 th % = 33 MPH; Average Speed = 27 MPH 6/4 – 6/7/2024 @ NW 49 Av & NW 14 St (Paul Turner ES School Zone): 26% speeding in AM; 21% speeding in PM 6/4 – 6/7/2024 @ NW 47 Av & NW 16 St (Paul Turner ES School Zone): 41% speeding in AM; 34% speeding in PM
Traffic Volume (2024)		Local = Not Available ■ Multiblock area on NW 47 Av = 22,000
Number of lanes		2 ■ NW 16 St from NW 46 Av to NW 38 Av = 4
Signalized Intersections		2 = NW 56 Av at NW 19 St, US 441 at NW 16 St
High Injury Network		Intersections at NW 56 Av at NW 19 St, US 441 at NW 16 St
High Risk Network		Intersection at US 441 at NW 16 St
Bike Level of Traffic Stress		2 ■ NW 16 St from NW 46 Av to NW 38 Av = 4
Walk Level of Traffic Stress		1 ■ Intersection at US 441 at NW 16 St = 4
Parks		John E Mullin Park, Lauderhill 6 -12 School Field, Lauderhill Golf Course, Central Broward Park, Lauderhill Performing Arts Center, Lauderhill Central Park Library (West Ken Lark Park via Pedestrian Bridge at Central Broward Park)
School / Childcare		Royal Pam Elementary School, Boys & Girls Club, Lauderhill 6 -12 STEM, Lauderhill Paul Turner ES
Other Pedestrian Generator		Pedestrian Bridge on NW 19 St, Lauderhill Mall, Lauderhill Transit Center
Age 55+ Housing		Lauderhill East, Park South
BCT Routes		36, 40, 81 ■ 18 & 19 at US 441 (& Lauderhill Transit Center)
Community Shuttle Routes		5, 6 ■ Access to Route 7 at Lauderhill Transit Center
Redevelopment		Vacant Parcel at NW 38 Av and NW 15 St ■ Lauderhill Central CRA ■ State Road 7 CRA ■ TOC Land Use
Access Management Issues		Pedestrian Bridge is only east / west connection over Turnpike
Planned Improvements		FY 27 - REV / Complete Streets improvements on NW 49 Av and NW 43 Te ■ Ongoing - SR7 / US 441 Transit Corridor Improvements Project by FDOT to NW 16 St and NW 19 St ■ ROW Acquisition of connector roadway from NW 38 Av to Central Broward Park ■ Replacement of Pedestrian Bridge in conjunction with Turnpike Widening project ■ Future RRR project on US 441
Bike Facilities		None, except Shared Use Path behind Lauderhill 6 -12 STEM
Sidewalks		Continuous 5 ft (Curbed in certain segments)
Mid-Block Crosswalks		Pedestrian Bridge over Turnpike
Observations	Bike Riding	Bike riding on sidewalks (including school aged children) ■ Bike riding against traffic
	Walking or Sidewalks	Heavy walk to school activity for 3 schools on route and for pedestrian bridge over Turnpike ■ General pedestrian activity on pedestrian bridge over Turnpike ■ Walking to / from Lauderhill Mall – including carrying grocery bags or folding chopping carts ■ Observed Senior Citizens walking along NW 16 St
	Crossing Roadway or Crosswalks	School Crossing Guard at intersections at NW 56 Av and NW 19 St, NW 49 Av and NW 20 St, NW 47 Av and NW 16 St ■ Ped's frequently cross NW 16 St between NW 43 Av and US 441
	Other	School pedestrian and vehicular activity for 3 schools on route ■ Shared Use Path behind 6 -12 STEM has no visibility from roadway and overgrown vegetation ■ Secondary (undesignated) access to pedestrian bridge from the Lauderhill 6 -12 School Field utilized by students ■ Pedestrian bridge and access are substandard design

Public Engagement October 2024 to January 2025

Community Priorities Survey



Community Meetings

“

- NW 43 Av: Recommends speed control (speed bumps) but also more police enforcement
- NW 47 Av: Sidewalk close to fence and shrubs
- NW 49 Av: Sidewalks were widened and now people park on them / treat the paved area like front yard.
- US 441: Concerned about E-bikes – need control, riding too fast on sidewalks –City should adopt an ordinance - Drag Racing fatality - ATV fatality - Speeding - Insane (drivers) - Congested traffic near Lauderhill Mall - Elderly person was struck by vehicle when crossing road
- General Notes:
- Speeding - Feel Unsafe to ride bike to park, but will drive to the park to ride a bike
- Signalization timing for turning - More availability & scheduling of buses
- Running red lights and stop signs - People veering into sidewalks when driving
- Definitely wanting lighting in neighborhoods - Visibility of speed limit and road signs
- Invest in more enforcement for safer roads - Heavy traffic on major arteries
- Lighting in the city should be improved - Adding faster, cleaner buses - Resident walks on Sunrise Blvd for exercise - sidewalks in the neighborhood are uneven and no lighting in neighborhood.
- There were inquiries concerning the status of the proposed NW 38th Avenue connector road to the regional park (to Sunrise Blvd.?).

”

Residents expressed interest in this development, which is anticipated to alleviate some traffic issues and enhance connectivity.



Chapter 8: NW 19 Street to Central Broward Park

Field Audit Observations



Students walking east towards Pedestrian Bridge; Fence for John E Mullin Park (Including Boys & Girls Club) abuts the wide sidewalk



NW 19 St dead end at the FL Turnpike; West entrance to pedestrian bridge; The access ramps are in a zig zag design



Students walking and biking on pedestrian bridge



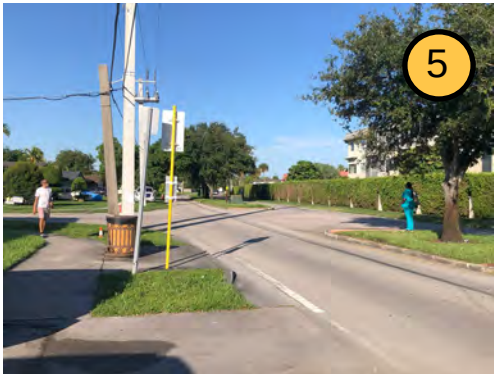
Green space on east side of pedestrian bridge



Crossing guard helps students cross NW 49 Av to STEM 6-12



Bicyclist using crosswalk to ride on NW 47 Av sidewalk (against traffic)



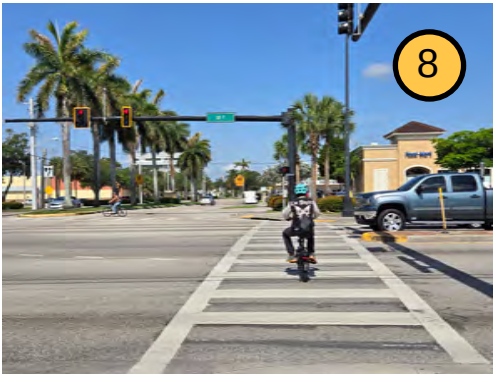
Transit rider waits in shaded median, across from bus stop on NW 16 St.



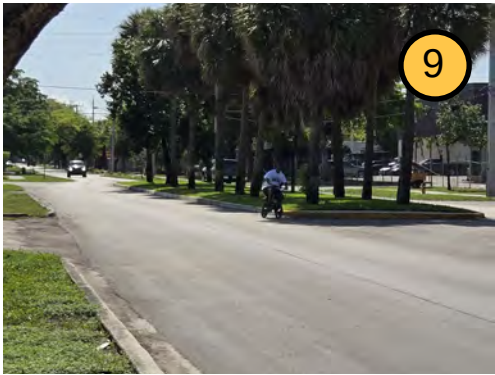
Senior citizens walking towards Lauderhill Mall, which is a significant pedestrian destination



Pedestrians frequently cross NW 16 St via landscaped medians near the Lauderhill Mall



Bicyclists ride in the crosswalks at intersection of NW 16 St and US 441



Bicyclist rides on NW 16 St, east of US 441

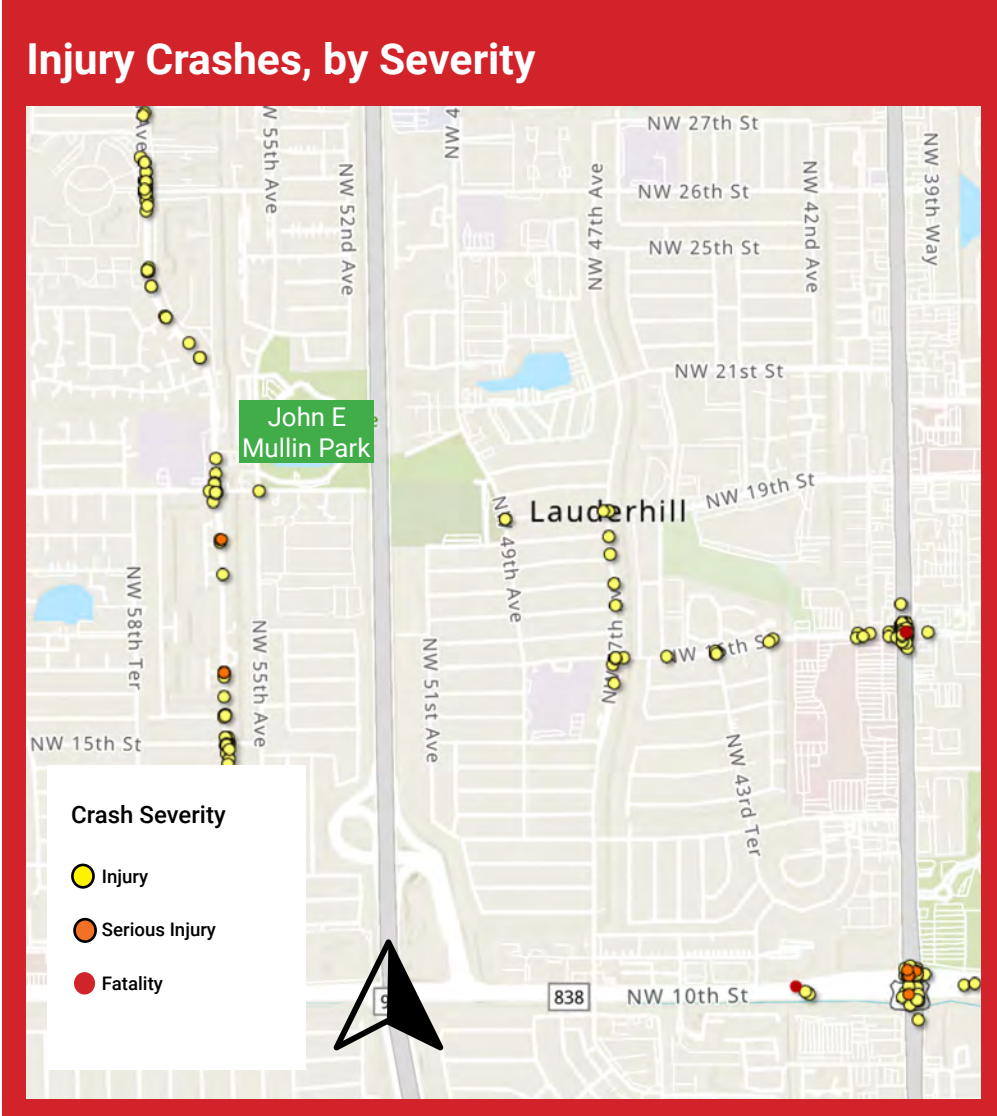


Wide sidewalks and benches



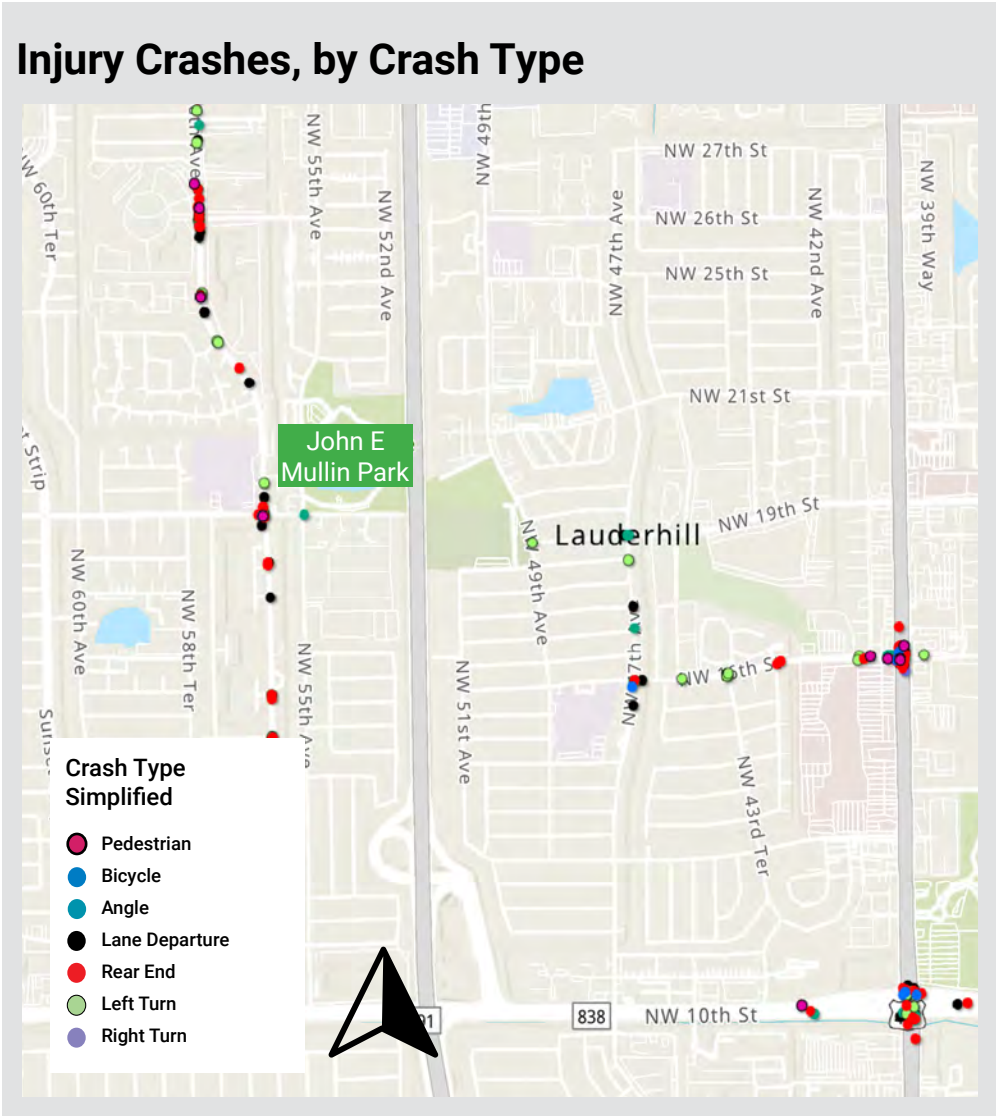
Chapter 8: NW 19 Street to Central Broward Park

5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured

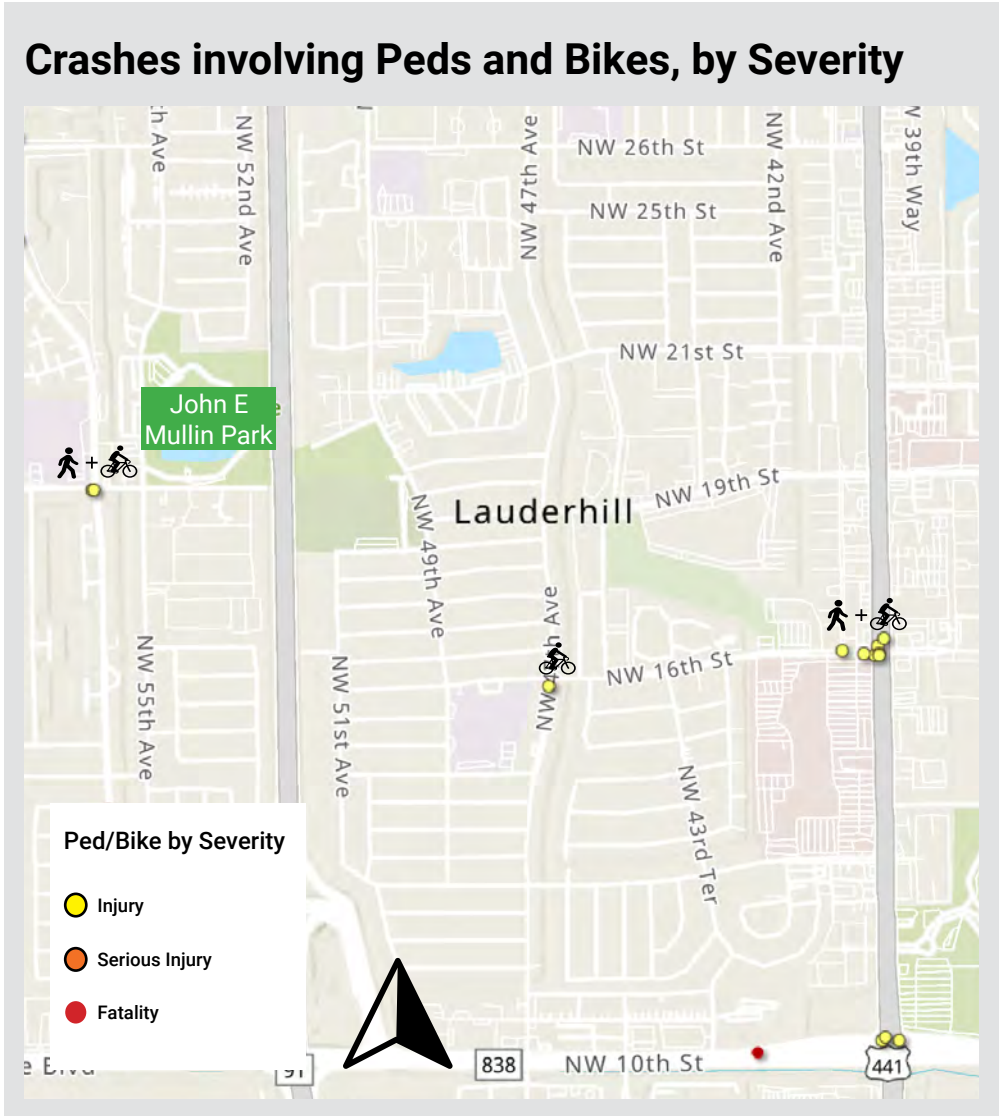


124
Injury Crashes

3
KSI Crashes



38%
of Injury Crashes
occured at Night



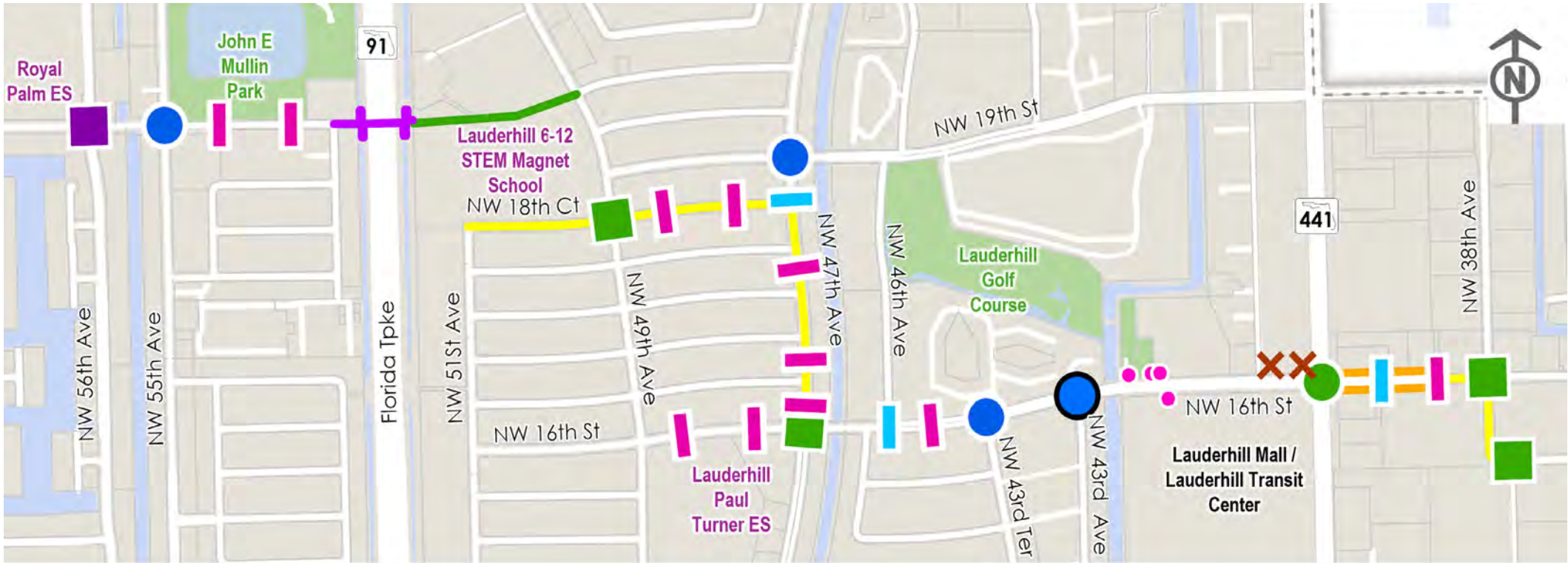
6
Pedestrian Crashes

4
Bicyclist Crashes



Chapter 8: NW 19 Street to Central Broward Park

Recommendations: Location Map and Scope of Work



Legend

- | | | |
|-----------------------------------|--------------------------------------|-------------------------------------|
| ● Convert to Right in / Right out | ■ Raised Intersection | ● Optional Roundabout |
| ✗ Remove Access Point | ■ Intersection Improvements | ■ Add Sharrows & Wayfinding |
| ■ Raised Crosswalk With RRFB | ● Roundabout | ■ Improvements to Pedestrian Bridge |
| ■ Speed Humps | ● Boundary Intersection Improvements | ■ Protected or Raised Bike Path |
| | | ■ Shared Use Path |
| | | ■ Parks/Open Spaces |
| | | ■ Water |

Notes:

- RRFB = Rectangular Rapid Flashing Beacon
- Roundabout identified as "Optional" can be replaced with alternative options, including a crosswalk with RRFBs plus additional speed humps (placed every 250 to 500 ft).
- Right-of-Way Acquisition required for roadway directly connecting NW 38 Av to the Central Broward Park.
- New Shared Use Path on eastern approach to Pedestrian Bridge is located on School Board of Broward County property.
- Not shown: Narrow side street curb radii with curb extensions
- The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment.

- Raised Bicycle Lane (from US 441 to the Alley behind South Coast Shipping)
- 9 x Bicycle Conflict Markings
- Shared Use Path (SUP) from Ped. Bridge to NW 49 Av
- Paint Shared Lane Markings & Wayfinding (on NW 18 Ct, NW 47Av, NW 38 Av)
- 11 x Install Speed Hump/Tables (Spaced 500' on NW 19 St, NW 18 Ct, NW 47 Av, NW 16 St)
- 4 x Install Raised Intersections (at NW 49 Av & NW 18 Ct, NW 47 Av & NW 16 St, NW 38 Av & NW 16 St, Access to New City Roadway)
- 3 x Raised Crossings with RRFB at NW 18 Ct, NW 46 Av and near NW 16 St & US 411 (east) Bus Stop
- 3 Miniature Roundabouts with Curb Extensions / Tightened Curb Radii (At NW 55 Av & NW 19 St, NW 19 St & NW 47 Av, NW 43 Te & NW 16 St)
- 1 Supplemental Roundabout with Curb Extensions / Tightened Curb Radii (at NW 43 Av & NW 16 St)
- Install Hardened Centerline (At Midblock Crossing on NW 16 St at NW 46 Av)
- Add Center Lane Median (Creating 4 new Right-in and -outs at City of Lauderdale Golf Course, Univ of Ft Laud, at the 4200 Office Building)
- 2 x Raise and Eliminate Driveways at Chevron (NW corner US 441 and NW 16 St)
- New Pedestrian Bridge over FL Turnpike (Best Practice: FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758))
- 37 x Stripe Crosswalks
- 33 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection
- Reconstruct Roads Along Entire Corridor with Curb and Gutters, Drainage, and New Asphalt
- Lighting: Upgrade existing light poles to LED
- SUP Lighting: Add New pedestrian/bike assemblies along new SUP

Chapter 8: NW 19 Street to Central Broward Park

Recommendations: Pedestrian Bridge

- The recommendations are for the bridge structure, the bridge approach / ramps and bridge access.
- **The Best Practice for the Pedestrian Bridge is the Legacy Trail bridge over Bee Ridge Road (FM 440448-1)**
- Ensure new pedestrian bridge and entrance ramps meets shared-use path standards; Bridge and entrance ramps should be 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
- Straighten out entrance ramps; If turn is necessary, ensure turn radii is comfortable for cargo bikes and large strollers to navigate
- Include a direct staircase in addition to a rolling option to cross
- Ensure ramp design does not permit small vehicles to cross
- Activate approach areas; Add amenities that increase visibility of access points
- Existing eastern access path: Remove vegetation that blocks sightlines
- Relocate eastern access to visible location (northern end of STEM 6-12 building to existing gate at NW 49 Av and NW 20 St)

Best Practice: Legacy Trail Bridge



Existing Conditions



Notes:

The Pedestrian Bridge is anticipated to be replaced in conjunction with the FL Turnpike Widening project as noted in the Turnpike South of I-595 to Wiles Road Final Preliminary Engineering Report – February 2024 (construction date unknown).

Recommendation: Relocate Bridge Access





Chapter 8: NW 19 Street to Central Broward Park

Recommendations: NW 16 St, from NW 47 Av to NW 43 Te

The recommendations are intended to build upon recently completed and programmed improvements to sidewalks and new shared lane markings (sharrows). A 3-legged roundabout is planned for NW 16 St at NW 43 Te to act as a visible “gateway” that forces drivers to slow down as they enter the neighborhood. The roundabout includes raised crosswalks and a mountable center apron that allows large BCT (bus) vehicles to easily navigate the turn.

Raised crosswalks, including mid-block with RRFB, are intended to provide a safe and convenient crossing location for transit riders, while also slowing down the roadway.

Existing Conditions



- | | | |
|--|--|--|
| 1 New raised intersection | 5 Tighten curb radii at all intersection corners (typical) | 8 New roundabout |
| 2 Raised crosswalks with RRFB | 6 Speed humps encourage safe traffic speeds | 9 Shared use path provides alternative route for people biking to bypass or limit exposure at the traffic circle |
| 3 High visibility crosswalks (typical) | 7 Shared lane markings alert drivers to people biking and provide wayfinding | 10 Raised crosswalks with a median refuge |
| 4 Hardened centerlines calm left turns and create median refuge for raised crosswalk | | 11 Bike ramps provide access to the shared use path at the traffic circle |



Chapter 8: NW 19 Street to Central Broward Park

Planning Level / Conceptual Cost Estimates

Raised Bicycle Lane (from US 441 to the Alley behind South Coast Shipping)	\$170,927.09
9 x Bicycle Conflict Markings [1]	\$8,888.16
Shared Use Path (SUP) from Pedestrian Bridge to NW 49 Av	\$181,429.25
Paint Shared Lane Markings & Wayfinding (on NW 18 Ct, NW 47Av, NW 38 Av)	\$16,813.53
11 x Install Speed Hump/Tables (Spaced 500' on NW 19 St, NW 18 Ct, NW 47 Ave, NW 16 St)	\$251,750.36
4 x Install Raised Intersections (at NW 49 Av & NW 18 Ct, NW 47 Av & NW 16 St, NW 38 Av & NW 16 St, Access to New City Roadway)	\$416,654.22
3 x Raised Crossings with RRFB at NW 18 Ct, NW 46 Av and near NW 16 St & US 411 (east) Bus Stop	\$273,032.76
3 Miniature Roundabouts with Curb Extensions / Tightened Curb Radii (At NW 55 Av & NW 19 St, NW 19 St & NW 47 Av, NW 43 Te & NW 16 St)	\$984,706.73
1 Supplemental Roundabout with Curb Extensions / Tightened Curb Radii (at NW 43 Av & NW 16 St)	\$378,389.13
Install Hardened Centerline (At Midblock Crossing on NW 16 St at NW 46 Av)	\$4,421.25
Add Center Lane Median (Creating 4 new Right-in and -outs at City of Lauderhill Golf Course, Univ of Ft Laud, at the 4200 Office Building)	\$59,939.14
2 x Raise and Eliminate Driveways at Chevron (NW corner US 441 and NW 16 St)	\$16,286.40
New Pedestrian Bridge over FL Turnpike (Estimated using FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758)) [2]	\$6,900,000.00
37 x Stripe Crosswalks [3]	\$124,586.80
33 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection [4]	\$551,879.35
Reconstruct Roads Along Entire Corridor with Curb and Gutters, Drainage, and New Asphalt [5]	\$9,377,984.23
Lighting: Upgrade existing light poles to LED	\$2,040,511.33
SUP Lighting: Add New pedestrian/bike assemblies along new SUP [6]	\$226,678.10
SUBTOTAL	\$21,984,877.83

Mobilization	10%	\$2,198,487.78
Maintenance of Traffic (MOT)	10%	\$2,198,487.78
Misc. & Contingency (Not including major utility)	20%	\$4,396,975.57
PE/Design	20%	\$4,396,975.57
CEI	15%	\$3,297,731.67
CONSTRUCTION COST in 2025 dollars		\$38,473,536.20

Notes:

See Appendix for Cost Details

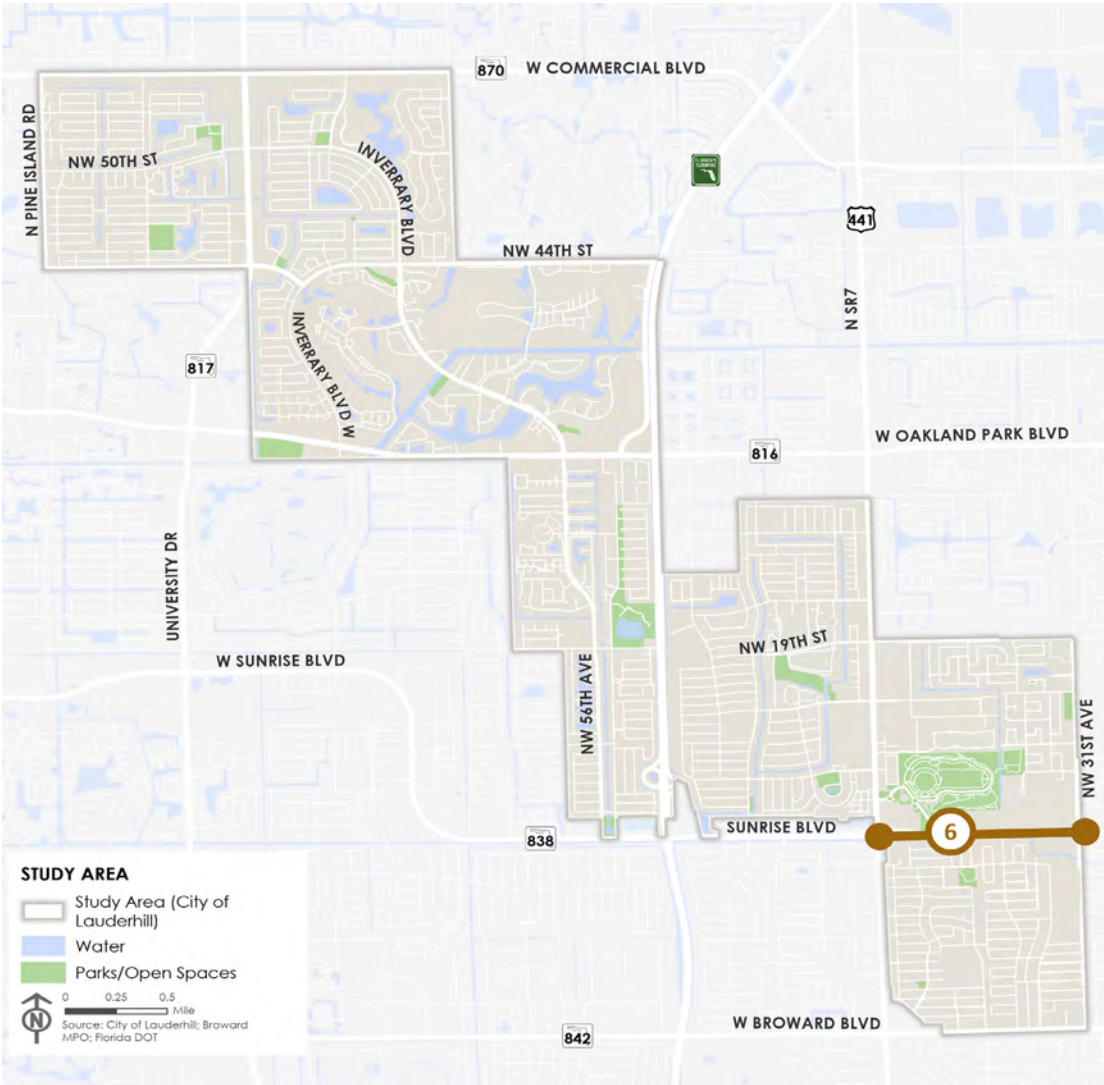
- 1. At all Street and Driveway Crossings
- 2. Costs based on email dated 9/17/2025 from James Brown / Florida Turnpike Enterprises
- 3. Special Emphasis, All Intersections, Including Replacing Existing Crosswalks
- 4. Excluding Roundabouts as curb reconstruction are included in those Pay Items
- 5. Curb Extensions/Tighten Curb Radii Excluded
- 6. 50 ft spacing assumed
 - Total costs may not reconcile by a few cents due to rounding.

Chapter 9: Sunrise Boulevard





Chapter 9: Sunrise Boulevard



Sunrise Blvd is a state-owned, six-lane Principal Arterial roadway that functions as a major east-west thoroughfare throughout Broward County. The Plan Study Area segment extends from US-441 to NW 31 Av (these roadways were separately studied as part of the Broward MPO’s Broward Safety Action Plan). The intersection at US-441 is grade-separated. Within this segment, Sunrise Blvd abuts the Swap Shop, which is both a regional destination as well as a significant transit and pedestrian activity generator. The Swap Shop is anticipated to be redeveloped as well as the large city-owned parcel at the NW corner of US-441. Central Broward Park, Lauderhill Performing Arts Center, and Lauderhill Central Park Library are also adjacent to the roadway. Notably, the Broward Estates neighborhood is accessed via NW 34 Av. The roadway is equipped with sidewalks. Except for a 300 ft long bike lane in the southern ROW, there are no bike facilities. A Shared Use Path located on the adjacent canal’s southern embankment is to be constructed in 2025 but will have no direct connection to Sunrise Blvd. Broward County Transit and Community Shuttle routes both run on this corridor. The posted speed limit is 45 mph.

Key Issues & Objectives



Enhancements for walk and bike to school activity



Lower roadway speed



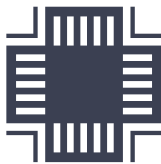
Reduce Crash Severity



Address Bike and Ped Safety



Improve access management



Improve and increase crosswalks



Chapter 9: Sunrise Boulevard

Existing Conditions

Sunrise Roadway Owner		FDOT
Functional Classification		Principal Arterial
Posted Speed Limit		45 MPH
Speed Studies		None Available
Traffic Volume (2024)		60,000
Number of lanes		6
Signalized Intersections		3 = US 441, NW 34 Av, NW 31 Av
High Injury Network		Yes
High Risk Network		Yes
Bike Level of Traffic Stress		4
Walk Level of Traffic Stress		4 ■ Segment adjacent to entrance to Central Broward Park = 3
Parks		Central Broward Park, Lauderdale Performing Arts Center, Lauderdale Central Park Library (West Ken Lark Park via Pedestrian Bridge at Central Broward Park)
School / Childcare		None
Other Pedestrian Generator		Swap Shop
Age 55+ Housing		None
BCT Routes		36 ■ 18 and 81 at US 441 ■ 40 at NW 31 Av
Community Shuttle Routes		6 and 7
Redevelopment		Vacant Parcel at Sunrise Blvd at US 441 ■ State Road 7 CRA ■ Swap Shop Property ■ TOC Land Use
Access Management Issues		Single access to Broward Estates neighborhood from NW 34 Av (no direct access to Central Broward Park) ■ Wide, unrestricted intersection at Swap Shop's east entrance & southern parking Lot ■ Swap Shop western entrance is marked as exit only, but roadway design appears to allow RT onto driveway ■ Swap Shop pedestrian bridge no longer operational (& only accessible from gated parking lot) ■ Overpass over US 441
Planned Improvements		FY 2025 RRR on Sunrise Blvd ■ FY 2025 Shared Use Path on south side of Sunrise Blvd Canal ■ Broward Safety Action Plan includes improvement concepts for US 441 and for NW 31 Av
Bike Facilities		None, except 300 ft long 4 ft lane on south ROW adjacent to entrance to Central Broward Park
Sidewalks		Continuous, curbed 5 ft ■ Widens to 10 ft in north ROW, approaching entrance to Central Broward Park ■ Guard rail between roadway and sidewalk along south ROW, from US 441 to NW 34 Av
Mid-Block Crosswalks		Swap Shop pedestrian bridge no longer operational (& only accessible from gated parking lot)
Observations	Bike Riding	Bike riding on sidewalks ■ Bike riding against traffic ■ Bicyclists darting into traffic
	Walking or Sidewalks	Transit riders crossing roadway adjacent to eastern entrance to Swap Shop
	Crossing Roadway or Crosswalks	Ped's frequently cross roadway adjacent to eastern entrance to Swap Shop (location of BCT stops)
	Other	New Shared Use Path to be constructed in FY 25 / 26 on canal's southern embankment – only planned connection to Sunrise Blvd is via NW 34 Av. There is a SFWMD maintenance bridge west of NW 34 Av that connects canal embankment to Sunrise Blvd sidewalk ■ E Scooter riders riding on sidewalks ■ BCT Stops on southern ROW at US 441 and at NW 34 Av are located directly in sidewalk – no bench or shelter ■ Observed motorcycle riding on north sidewalk ■ Large amounts of trash along roadway ■ Roadway is very loud

Public Engagement October 2024 to January 2025

Community Priorities Survey

135 Responses from zip code 33313 and 33311



Community Meetings

“

- Concerned about E-bikes – need control, riding too fast on sidewalks
- Sunrise Blvd west towards Swap Shop is challenging
- Hard to cross the street @ NW 34 Av
- Near Swap Shop - A lot of speeding near swap shop; A lot of pedestrian's crossing the road; this is a family place
- Near Swap Shop - Add a traffic light heading east on Sunrise Blvd – A lot of pedestrians crossing the street in front of the main entrance of the swap shop
- Broward Estates:
- Residents stated they feel disconnected from the neighborhood to the south (between Sunrise Blvd and Broward Blvd)
- The only connections are NW 31 Ave and NW 34 Ave – both crossings identified as uncomfortable and sense of being unsafe.
- Residents provided positive feedback on complete sidewalks within the neighborhoods (no gaps were identified).
- West Ken Lark and Broward Estates neighborhoods:
- Residents provided concerns about heavy traffic on the roads surrounding the neighborhood (i.e., SR 7, Sunrise Blvd, NW 31 Ave, and NW 19th St), noting an increase in crashes (especially near the shopping mall) and dangerous street racing activities, particularly at night. This has caused significant concern among residents regarding road safety and noise disturbance.

”



Chapter 9 : Sunrise Boulevard

Field Audit Observations



Transit riders wait for bus; Stop has no shelter, bench, or other amenities



Sidewalk is between guard rail and canal with obstructions; Bike lane is only 300 ft long.



Motorcyclist riding on northern sidewalk



SFWMD Maintenance bridge over the canal



Unusual placement of pedestrian signal buttons at NW 34 Av



Pedestrian crosses roadway to access Swap Shop while cars are stopped in crosswalk



Transit riders exit bus; Stop has no shelter, bench, or other



E-scooter rider on sidewalk, riding against traffic. Closed pedestrian bridge visible in background



Transit riders cross roadway at unmarked location to access Swap Shop

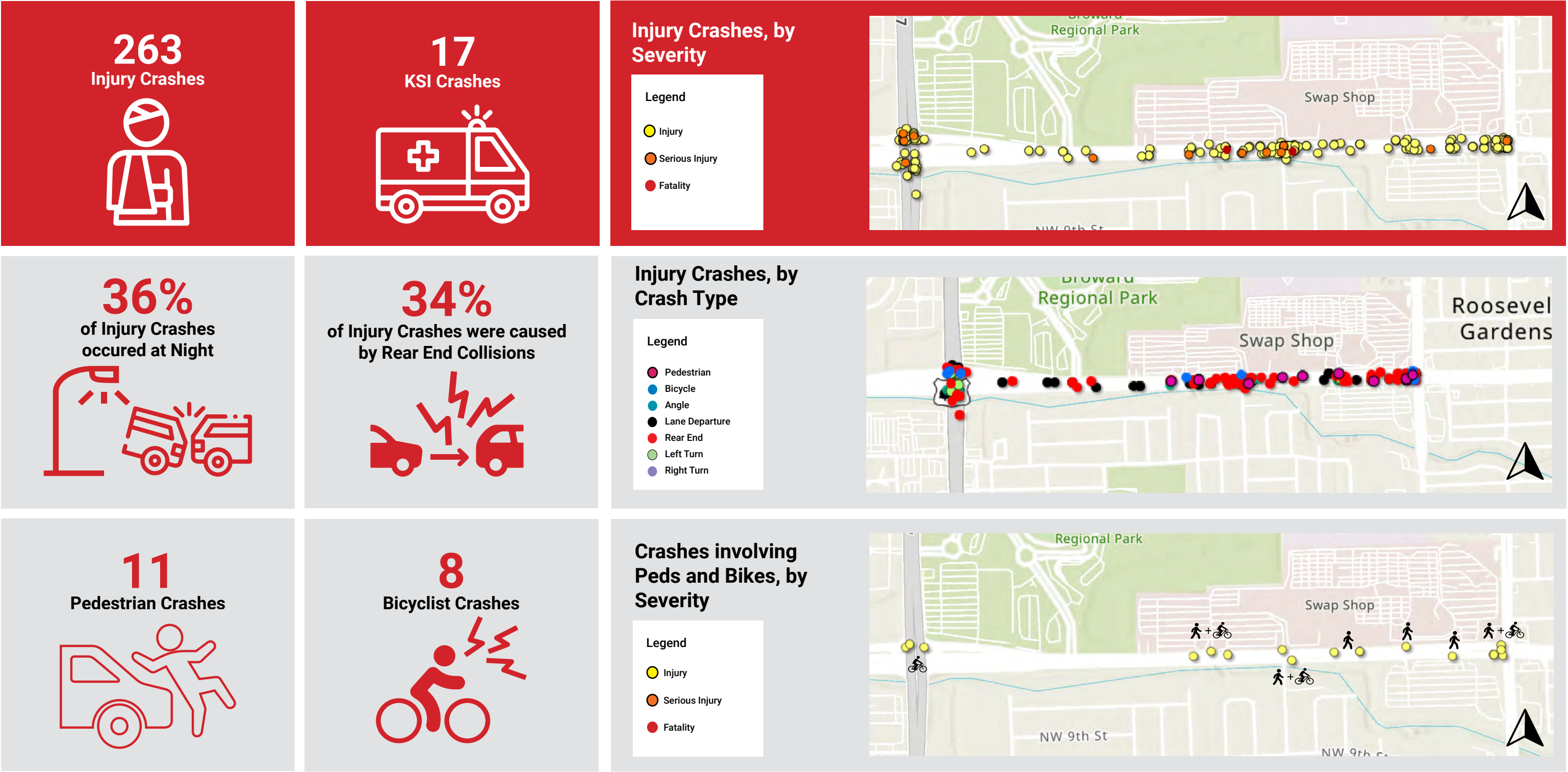


Memorial Marker in south sidewalk approaching intersection with NW 31 Av



Chapter 9: Sunrise Boulevard

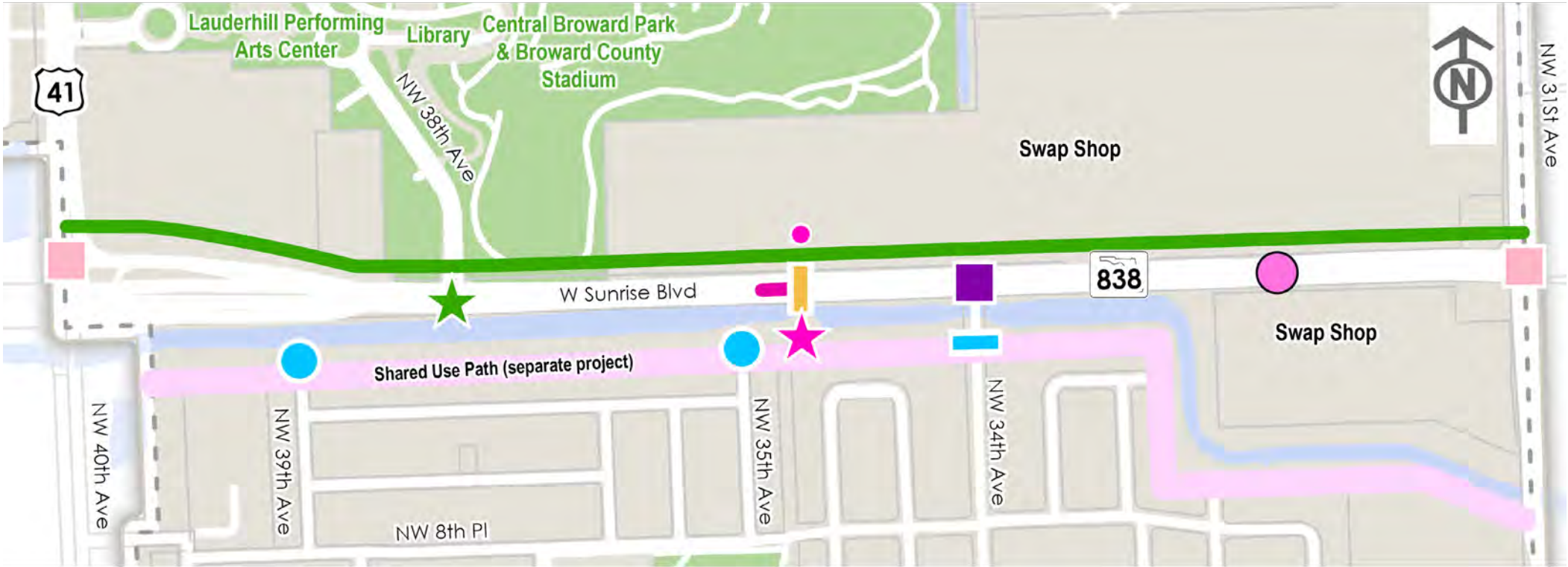
5-year Injury Crash Statistics (2020-2024) • Data retrieved from Signal-4 Analytics • Injury Crashes includes Injury, Serious Injury, and Fatality • KSI = Crash resulting in a person was Killed or Seriously Injured





Chapter 9: Sunrise Boulevard

Recommendations: Location Map and Scope of Work



Legend

- | | | | |
|------------------------------------|--------------------------------|-------------------------|---------------------|
| ● Convert to Right in / Right out | ★ New Pedestrian Bridge | ■ Separate Project | ■ Parks/Open Spaces |
| ● Add Shared Use Path Access Point | ■ Raised Crosswalk With RRFB | ■ Center Lane Median | ■ Water |
| ★ SFWMD Bridge Improvements | ■ Signalized Midblock Crossing | ■ Shared Use Path | |
| | ■ Intersection Improvements | ■ SUP (In Construction) | |
| | ● Evaluate Installing a Signal | | |

- Notes:**
- Concepts for both US441 and NW 31 Av were developed as part of the Broward Safety Action Plan (2025)
 - The best practice for the recommended Pedestrian Bridge is the Legacy Trail bridge over Bee Ridge Road (FM 440448-1)
 - The South Florida Water Management District (SFWMD) canal maintenance bridge is recommended for pedestrian access to the Shared Use Path (FM 429576-3-52-01)
 - The existing entrance to the Swap Shop's western driveway is currently functioning as a right-out only.
 - Study for full or pedestrian signalization is recommended at eastern entrance to Swap Shop
 - The planning-level concepts noted locations, materials, signalization, and similar details may be further modified during project design. Additionally, some of the recommendations may require further studies or approvals by facility owners; these may be required before or during project design. Concept locations may also be modified to accommodate driveways or redevelopment.

- 12 ft Wide Shared Use Path (SUP) (North side of Roadway)
- 9 x Stripe SUP Crossings
- 1x Signalized Crossings with Pedestrian Signal (At Swap Shop Drive W)
- Add Center Lane Median (Removing left-turn movement into Swap Shop Drive W)
- Access Paths to FDOT SUP - South of Canal (NW 38 Av, NW 35 Av, and to SFWMD Utility Bridge)
- 1 x Raised Crossings with RRFB for FDOT SUP - South of Canal (NW 38 Av)
- Intersection Improvements at NW 34 Av: tighten curb radii, add median noses, and new medians and pedestrian islands
- New Pedestrian Bridge at NW 38 Av to Future Bike Path (Best Practice: FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758))
- Upgrade SFWMD Utility Bridge over North Fork New River
- SUP Lighting: Add New pedestrian assembly along length of Shared Use Path
- A potential new traffic signal at Swap Shop Driveway East is recommended for consideration to improve access and circulation. A separate evaluation would be needed to confirm feasibility and develop associated costs.



Chapter 9: Sunrise Boulevard

Recommendations: Swap Shop West Driveway to NW 34 Av

The recommendations are intended to better connect pedestrians and bicyclists, including those anticipated to use the programmed Shared Use Path on the south side of the canal, to destinations on the north side of Sunrise Blvd.

The recommendations also include near term improvements addressing safety both for pedestrians and drivers.

Long term improvements should be identified as part of the future redevelopment of the Swap Shop property.

Existing Conditions



- 1

Landscaped median island extended to remove left-turn movement into Swap Shop west Driveway
- 2

Existing SFWMD bridge converted to Shared Use Path bridge
- 3

FDOT Project: Shared Use Path
- 4

West driveway currently only allows for right out; a right in / right out driveway is depicted as it may be desired / needed if an when the property redevelops
- 5

Mid block crossing with pedestrian signal, high visibility crosswalk and median refuge
- 6

New shared use path along north side of Sunrise Boulevard
- 7

Bike conflict markings and high visibility crosswalks at intersections(typical)
- 8

Raised shared use path crossing with median refuge island
- 9

Median refuge island
- 10

Existing pedestrian bridge not shown; likely to be removed with future development due to structural deficiencies but may be rebuilt
- 11

New signalized intersection; may occur with redevelopment
- 12

Reduced curb radii
- 13

New curb ramps that meet accessibility requirements
- 14

Proposed new sidewalk with landscape buffer along south side of Sunrise Blvd



Chapter 9: Sunrise Boulevard

Planning Level / Conceptual Cost Estimates

12 ft Wide Shared Use Path (SUP) (North side of Roadway) [1]	\$1,830,117.94
9 x Stripe SUP Crossings [2]	\$72,864.96
1x Signalized Raised Crossings with Pedestrian Signal (At Swap Shop Drive W)	\$233,677.36
Add Center Lane Median (Removing left-turn movement into Swap Shop Drive W)	\$84,687.74
Access Paths to FDOT SUP - South of Canal (from NW 38 Av, NW 35 Av, and to SFWMD Utility Bridge)	\$33,391.89
1 x Raised Crossings with RRFB for FDOT SUP - South of Canal (NW 38 Av)	\$119,290.08
Intersection Improvements at NW 34 Av: Tighten Curb Radii, Add Median Noses, and New Medians and Pedestrian Islands	\$345,757.73
New Pedestrian Bridge at NW 38 Av to Future Bike Path (Estimated using FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758)) [3]	\$6,900,000.00
Upgrade SFWMD Utility Bridge over North Fork New River [4]	\$182,000.00
SUP Lighting: Add New pedestrian assembly along length of Shared Use Path [5]	\$1,215,207.86
SUBTOTAL	\$11,016,995.57

Mobilization	10%	\$1,101,699.56
Maintenance of Traffic (MOT)	10%	\$1,101,699.56
Misc. & Contingency (Not including major utility)	20%	\$2,203,399.11
PE/Design	20%	\$2,203,399.11
CEI	15%	\$1,652,549.34
CONSTRUCTION COST in 2025 dollars		\$19,279,742.24

Notes:

See Appendix for Cost Details

- 1. Cost does not include impacts or improvements to drainage
- 2. Special Emphasis, All Intersections, Including Replacing Existing Crosswalks
- 3. Costs based on email dated 9/17/2025 from James Brown / Florida Turnpike Enterprises
- 4. No Pay item available. Best Practice is \$325 per SF
- 5. 50 ft spacing assumed

**A potential new traffic signal at Swap Shop Driveway East is recommended for consideration to improve access and circulation; however, this improvement is not included in the current cost estimate. A separate evaluation would be needed to confirm feasibility and develop associated costs.

- Total costs may not reconcile by a few cents due to rounding.



This Plan received federal funding from the Broward Metropolitan Planning Organization (Broward MPO) as part of its federally mandated planning activities within the metropolitan planning area.