



# Lauderhill Transportation Master Plan

Staff Working Group Meeting #1  
Project Kick-Off

# Agenda

- BMPO / SWG Introductions
- TMP Purpose
- Lauderhill TMP: SOW
- Lauderhill TMP: Schedule
  - City Staff Roles
  - Public Engagement Plan
- Visioning Discussion
- Existing Plans Discussion (Briefly....)
- Next Steps

## Meeting Goals:

- ✓ Introduce TMP to SWG
- ✓ Clarify SWG Roles
- ✓ Discuss SWG Vision for transportation in Lauderhill
- ✓ Discuss City's existing transportation plans and how they will be considered in TMP

# Introductions

## City Staff Introductions:

- Name
- Title
- Current transportation activities / responsibilities

## MPO Staff:

- Karen Friedman, Senior Planner (TMP Project Manager)
  - [FriedmanK@Browardmpo.org](mailto:FriedmanK@Browardmpo.org)
- Andrew Riddle, Community Planning Manager
  - [RiddleA@browardmpo.org](mailto:RiddleA@browardmpo.org)



Karen Friedman  
Senior Planner



Andrew Riddle  
Community  
Planning Manager

# Technical Assistance for TMP: Purpose

## Identify *multimodal* projects based on planning principles:

- ✓ Reflect best practices
- ✓ Demonstrated community support
- ✓ Productive collaboration with facility owners
- ✓ Well-defined scopes of work
- ✓ Defensible cost estimates
- ✓ Align with federal / state / local priorities
- ✓ Improve safety, mobility, and accessibility for *all roadway users, especially vulnerable users* (*Vulnerable Users = Pedestrians, Cyclists, Transit Riders*)

## TMP *multimodal* project categories:

- Pedestrian facilities and amenities
- Bicycle facilities and amenities
- Transit facilities and amenities
- Safety improvements
- Traffic calming facilities
- Landscaping and resilience facilities

The TMP is *not* intended to:

- Manage roadway congestion
- Assess projects of a scale or complexity that would require a feasibility study

## BMPO Technical Assistance:

- Facilitate meetings with city staff, stakeholders, and community members
- Assess and document existing conditions
- Identify and evaluate potential solutions
- Develop planning-level scopes of work and cost estimates
- Prepare conceptual renderings and graphics
- Prepare TMP report

# Technical Assistance for TMP: Purpose



U.S. Department of Transportation  
Federal Highway Administration

STATE OF FLORIDA  
Proven Safety Countermeasures

SPEED MANAGEMENT		
Speed Safety Audits	Variable Speed Limits	Appropriate Speed Limits for all Road Types
ROADWAY DEPARTURE		
Wider Right-of-Way	Advanced Detention for Roadway Departure	Geometric Design and Drainage on Roadway Shoulders
Shoulder Width	Shoulder Slope/Composition of Surface	Median Barriers
INTERSECTIONS		
Roundabouts with Appropriate Design	Controlled Access Intersections	Redundant Left and Right Turns at Intersections
Redundant Left Turn Conflict Intersections	Roundabouts	Sequenced Application of Multiple Lane-Change Countermeasures at Intersections
Signal Change Sequences		
PEDESTRIAN/BICYCLE		
Crosswalk Visibility Enhancements	People Lanes	Reconfiguring Roadway Crossing Pedestrian Safety
Leading Pedestrian Crossing	Warnings and Protection for Pedestrians in Green and Red Start-up	Redundant Signal Phases
Lead Signs (Advance Warning/Signage)	Walkways	
CROSSING/UTURNS		
Redundant Signal Phases	Lighting	Signal Head Safety Plans
Signal Timing Audit		

**FDOT** *Completing* **FLORIDA'S STREETS**

Putting the right street in the right place.

**WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?**

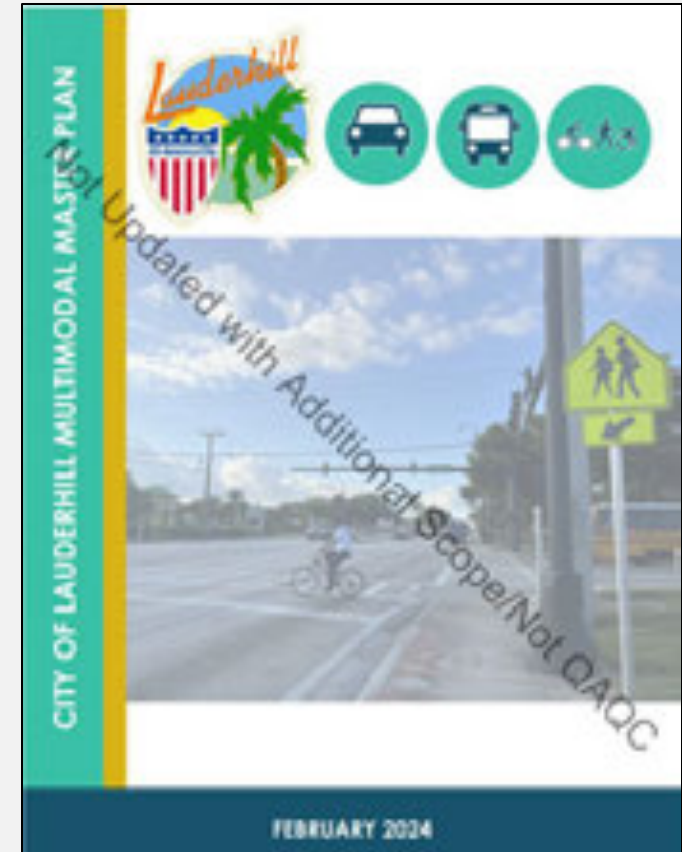
In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 900-609-017-01). Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight haulers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

- Safety:** Safety for all users is FDOT's top priority. Roadways with consistent appropriate speeds can result in reduced fatalities and serious injuries. The Complete Streets approach considers the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a road network.
- Quality of Life:** A Complete Streets approach helps to align transportation decisions with land use, resulting in quality places where transportation investments support a community's quality of life.
- Economic Development:** A Complete Streets approach connects communities and supports Florida's existing economic centers, employment centers, and vital institutions by working to provide the highest level of multimodal infrastructure in these core areas.

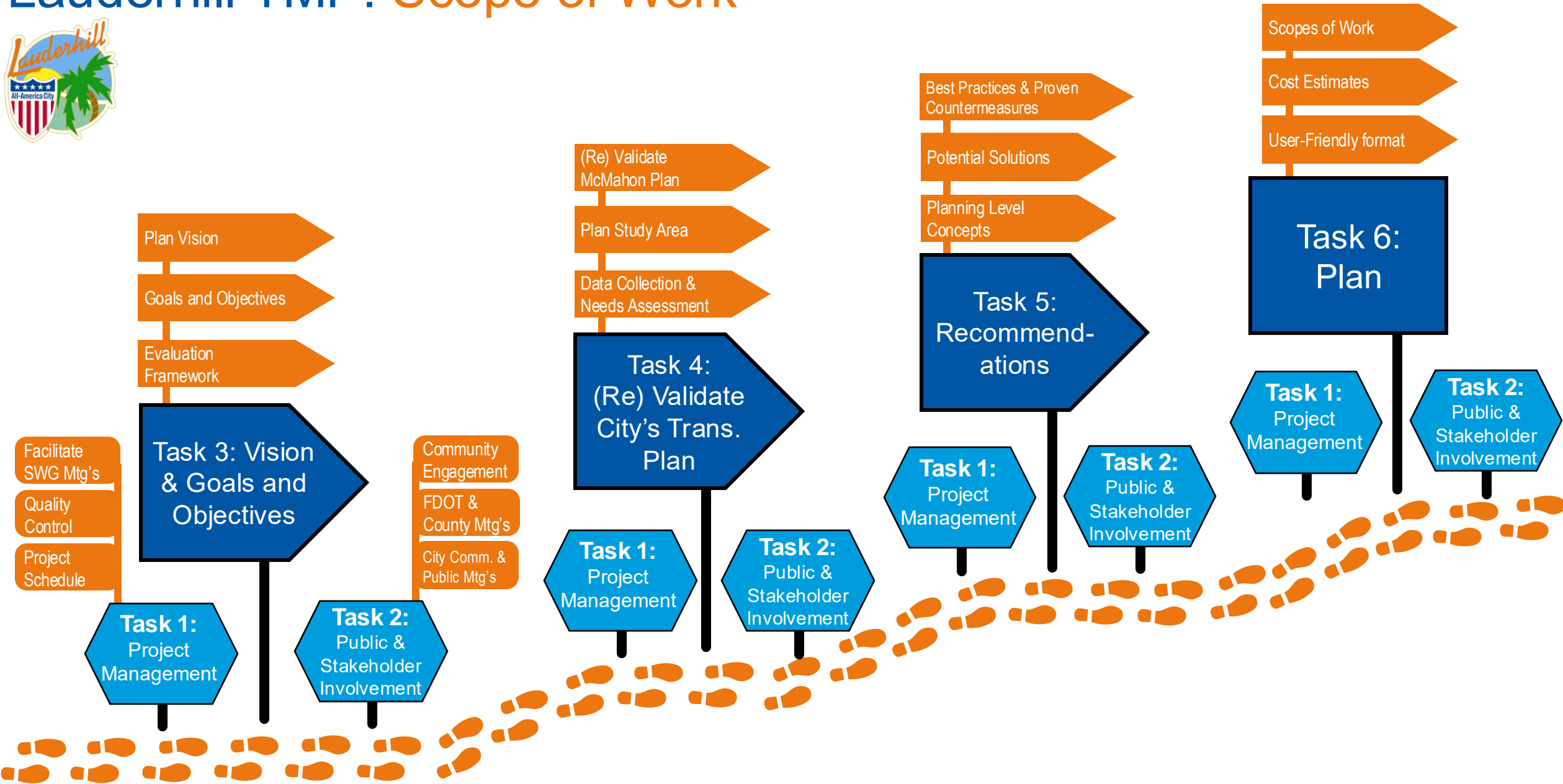


# Lauderhill's Technical Assistance Needs

- City Staff education on proposed concepts in NW Multimodal Master Plan and Citywide Multimodal Master Plan (Study Area B)
- (Re)Validation of proposed concepts; Modify or develop new concepts
- Consolidate study locations to Plan Study Area (i.e. do not separate intersections from roadways; eliminate numerous local roads)
- Review needs assessment, proposed concepts, and community-driven recommendations with Broward County & FDOT
- Public Engagement on proposed concepts
- Develop scopes of work and cost estimates
- Prepare user-friendly, comprehensive citywide “Plan”



# Lauderhill TMP: Scope of Work

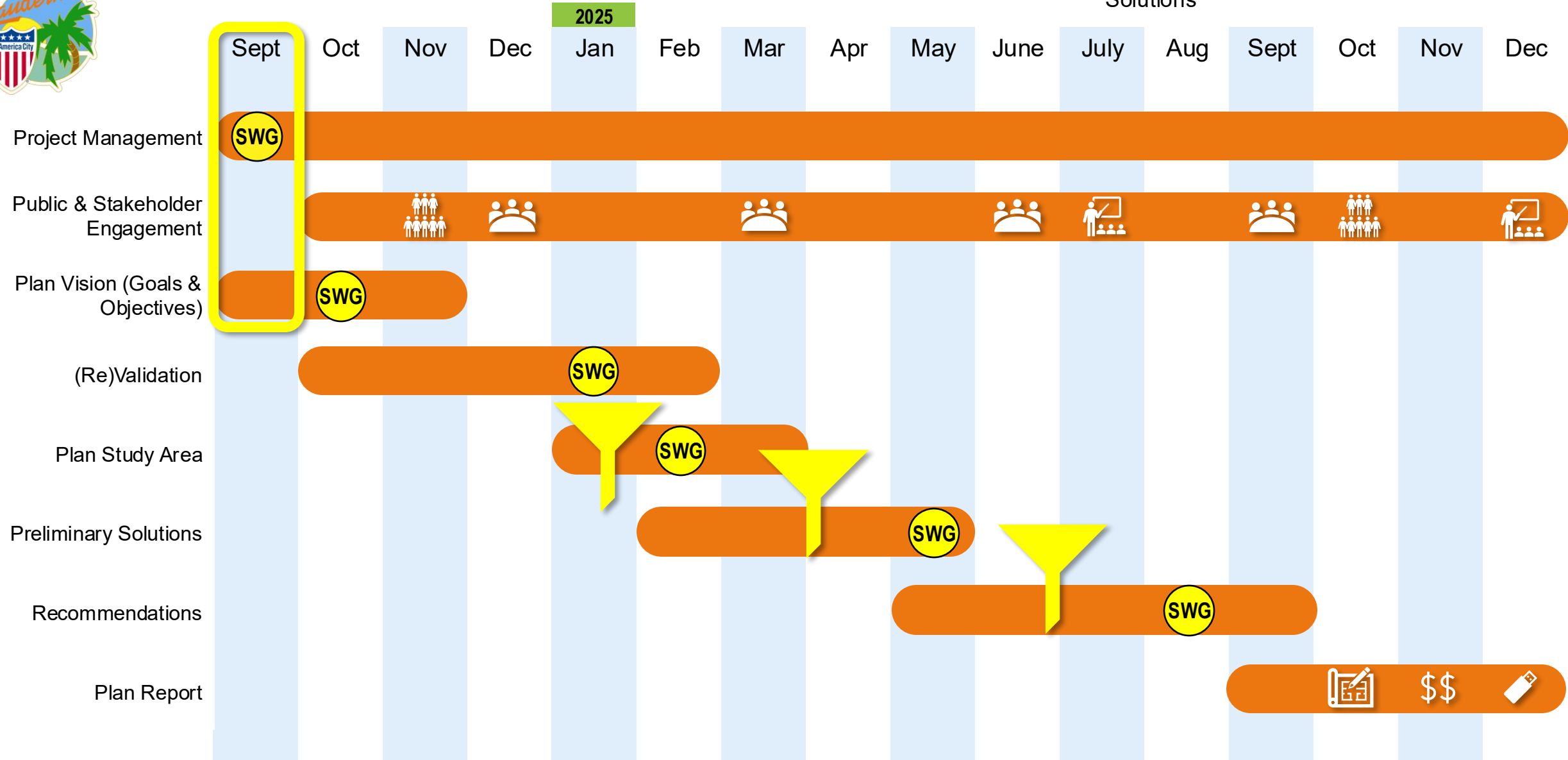


# Lauderhill TMP: Schedule



6 Staff Working Group (SWG) meetings

- ✓ Make go / no go decisions: Vision, Plan Study Area roadways, and Recommendations
- ✓ Provide feedback: Public Engagement Schedule, Existing Conditions, and Potential Solutions





# Lauderhill TMP: City Staff Roles + Initial Public Engagement

## City Staff Roles

1. Schedule Public Engagement events, Provide Venue, & Properly Notice Public Meeting
2. Attend Public Engagement events
3. Attend meetings with Stakeholders
4. Provide available data such as prior planning studies, GIS data, traffic counts, etc....
5. Provide comments on TMP Report (or other project submittals)

## Initial Public Engagement:

1. Survey Monkey:
  - Community Concerns & priorities (both facility types and specific locations)
  - October - November
2. Community Meeting:
  - Community concerns, priorities, and feedback on Citywide Transportation Plan's concepts
  - November or December

**Discussion about project tasks, schedule, SWG roles, or initial public engagement**

# Lauderhill TMP: Vision - Examples

## Streets for People: A Vision

### Streets for People is a plan to make it **easier and safer** for all Detroiters to move around the city.

Streets for People is focused on ensuring that no matter where you live or travel in Detroit, you will have multiple safe, affordable, high-quality transportation choices to get where you want to go, even if you don't drive a car.

**WHETHER YOU GET AROUND** by walking, rolling, biking, driving, riding transit, or taking a shared trip, you should have the comfort of knowing that you will arrive safely at your destination every time. By 2030, all residents should have access to jobs and civic life; safe, healthy, green, and livable streets; and the opportunity to shape their neighborhoods in collaboration with a responsive, productive city government. Our streets should be beautiful and reflect the rich history of Detroiters, honoring the creativity and identities of all who have and will call Detroit home.

Reaching this shared vision for our streets requires that we get the basics right—streets and sidewalks that are in good repair and well maintained, reliable transit service, and streets that users of all ages, abilities, and identities can use safely and comfortably—so that we can build towards a more equitable, sustainable, and vibrant future that embraces Detroit's spirit of innovation. Streets for People lays out a simple, inclusive vision for the City of Detroit, neighbors, and public and private partners to rally behind and guide transportation investment over the next ten years.

## Imagine

an efficient, coordinated, and reliable transportation system for Flint, where an interactive network of trails, sidewalks, bike lanes, buses, and roads affords all citizens multiple modes of safe transit.

**Imagine** a Flint that is one of the most walkable and bikeable communities in all of Michigan.

**Imagine** a Flint that capitalizes on its strategic regional location, access to the interstate highway system, existing railroad infrastructure, and connection to Bishop International Airport to spark new industries and grow companies.

Over the next twenty years, Flint can achieve this vision. However, we must first face existing realities: Flint is overly reliant on the automobile, the City's infrastructure is far too large for the existing population, and the roadway and sidewalks are not friendly to bikers, pedestrians, and those with disabilities.

The Transportation and Mobility Plan is a roadmap to overcoming those obstacles and to actualizing a new community vision. By following the recommendations outlined in this chapter, Flint can build a sustainable, modern, and safe multi-modal transportation network, that efficiently provides for the needs of all people and businesses.

## Richmond 300 Master Plan Vision for Equitable Transportation

Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network.

Walking, biking, and transit options are the most convenient and used forms of transportation in Richmond, thereby improving the natural environment and our health. Richmond's multi-modal transportation system is high-quality and easy for all people to use regardless of income and physical abilities, seamlessly connecting Richmond neighborhoods and attractions to each other, the region, and the nation.

# Lauderhill TMP: Vision - Examples

Isabella can safely walk to school

Isabella's mom feels safe and secure waiting at bus stop

Isabella's grandmother can travel in her wheelchair on accessible sidewalks that lead to daily needs destinations

Landscaping and shade keeps Isabella's grandmother cool during her travels

Isabella can easily and safely ride her bike to parks and other daily destinations



# Lauderhill TMP: Vision – Existing City Plans

## 1 | Introduction

### VISION

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.

### Vision

#### Our Shared Idea of the Future

The City of Lauderhill is an enduring destination firmly rooted in the values of family and community, dedicated to fostering economic prosperity, ensuring safety, and promoting the overall well-being of every resident, creating a harmonious and thriving environment for all.

### CITY OF LAUDERHILL STRATEGIC PLAN 2025 – 2030

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.

- Assess the current levels of street lighting throughout the City by May 2025.
- Increase pedestrian street lighting to improve the safety and walkability of Lauderhill's streets and sidewalks by 5% per year beginning FY 2026.
- Assess traffic calming strategies (roundabouts and speed humps) in neighborhoods and residential communities by May 2025.
- Implement traffic calming strategies by 5% each year by FY 2026.
- Investigate the creation of a City-wide lighting district by FY 2026.

Create safe Citywide pedestrian and bike pathways, and parks/green spaces, to improve mobility networks (sidewalks, walking and biking trails) to create a more connected City that supports alternative means of transportation and healthy lifestyles.

- Sustain efforts to identify grant opportunities and alternative revenue sources to enhance multi-modal transportation including pedestrian and bike pathways. Apply once a year.
- Enhance family activities by expanding green spaces, ensuring Lauderhill residents have ample places to play and recreate within a 20-minute walk of their homes.
- Identify a baseline satisfaction rating for City parks and programs, with a target to reach 80% satisfaction within the next five years.

### STATE ROAD 7 CRA

Some of the goals outlined in this [plan](#) consisted of:

- Improving traffic circulation and access in the State Road 7 Corridor
- Creating a distinct identity through Streetscape improvements and Design Standards
- Adding Residential and Mixed Use Development that Supports the Corridor Identity and Commercial Properties
- Developing Open Space and Park Facilities to Create a Sense of Place and Community
- Transition Zones
- Architecture and Design
- Community Policing INITIATIVES

### CENTRAL CRA

Some of the goals outlined in this [plan](#) consisted of:

- Acquiring and rehabilitating or demolishing and redeveloping key properties in Central Lauderhill that generate negative influences on the neighborhood.
- Changing the housing tenancy mix by converting and rehabilitating renter-occupied units in owner-occupied dwelling units.
- Creating a clear delineation between commercial and residential uses as part of the project to rebuild the hurricane-damaged Lauderhill City Hall.
- Balancing the mix in the range of housing stock values
- Expanding and beautifying Mill 50th Avenue, the main corridor within Central Lauderhill
- Creating a Housing Authority
- Constructing linear parks and greenways
- Developing throughout the Central Lauderhill CRA a free Wi-Fi high-speed internet system
- Enhancing crime prevention



# Lauderhill TMP: Vision Discussion

Tell us about  
Lauderhill



Who is walking? Why are they walking? Where do they walk? What are the popular destinations?  
Where would they like to walk to? What time are they walking? Where do they cross the streets?  
What are their safety and comfort concerns?





# Lauderhill TMP: Vision Discussion

**Tell us about  
Lauderhill**



Who is riding bikes? Are they casual riders? Where do they ride? What are the destinations? Where would they like to walk to? Do they ride against traffic? What are their safety and comfort concerns?



# Lauderhill TMP: Vision Discussion

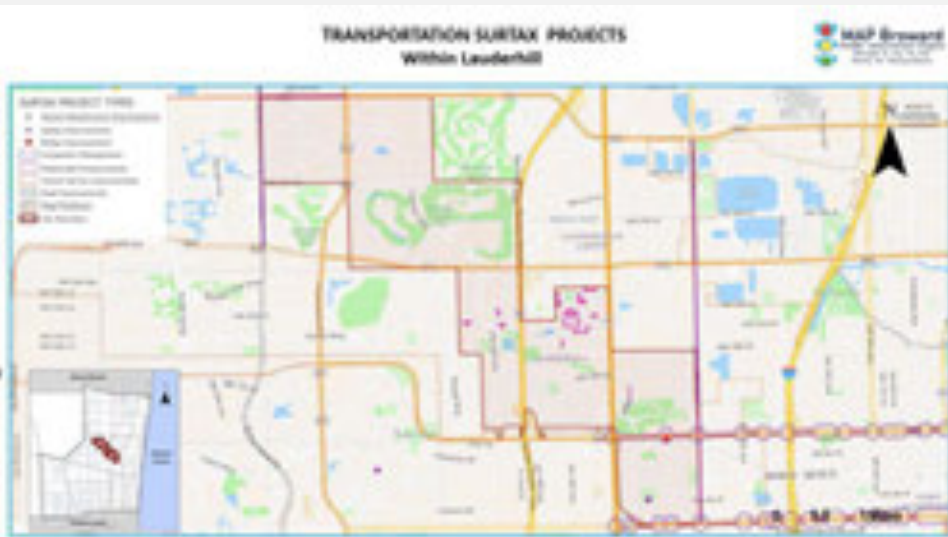
Tell us about  
Lauderhill



Do they walk or bike to the bus stops? What are the destinations? Do they connect to different routes? Do they use scooters or bikes? What are their safety and comfort concerns?



# Lauderhill TMP: Existing Plans (Briefly...)



*Full list of MAP Broward / Surtax projects attached*

## Highlighted projects:

- Citywide Sidewalk repairs
- NE 38 Av Connector Rd Project



*Full list of TIP Projects attached*

## Highlighted projects:

- CSLIP Cycle 6 Bike lanes & Sidewalks
- Complete Streets improvements: NW 31 Av
- Traffic signal update @ OP Blvd & NW 56 Av
- Sunrise Blvd – Resurfacing
- US 441 - Resurfacing
- Turnpike Widening

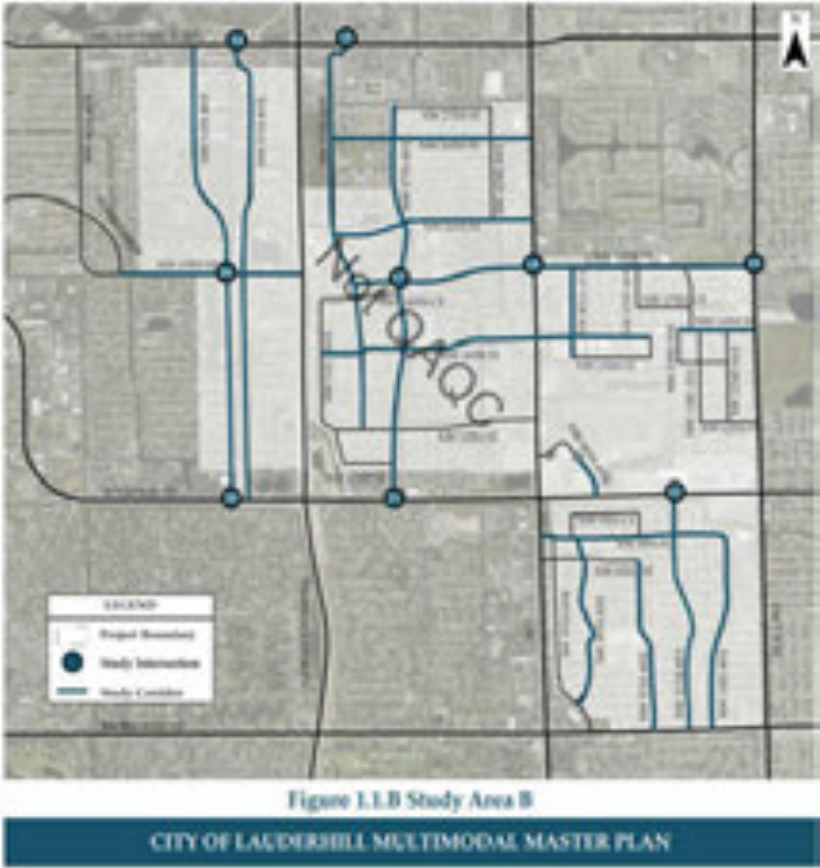


Plan available here:

[https://www.browardmpo.org/images/WhatWeDo/PTAP/BMPO\\_PTAP\\_Report\\_Lauderhill\\_LowRes2.pdf](https://www.browardmpo.org/images/WhatWeDo/PTAP/BMPO_PTAP_Report_Lauderhill_LowRes2.pdf)



# Lauderhill TMP: Existing Plans (Briefly...)



Full list of roadways, concepts, and costs attached

# Lauderhill TMP: Next Steps



## MPO Next Steps

1. Project kick-off with consultant team
2. Create Lauderhill TMP webpage
3. Prepare Draft Vision Statement and supporting goals
4. Finalize *initial* Public Engagement plan
  - Prepare SurveyMonkey
5. Schedule meetings with FDOT & Broward County
6. (*Ongoing*) Data Collection
7. (*Ongoing*) Monitor other BMPO, County, & FDOT planning efforts in / around Lauderhill

## City Staff Next Steps

1. Provide Data (Request sent to City)
2. Provide list of upcoming community events (2024 / 2025)
3. Confirm Community Meeting date(s) and location(s), including CRA Events
4. Confirm needed outreach to City Commission
5. Approve SurveyMonkey questions & distribute



# Lauderhill TMP: Next Steps - Other BMPO Planning Efforts

## [SafeStreets4Broward.org](http://SafeStreets4Broward.org)

**BROWARD SAFETY ACTION PLAN**

**Our Mission to Achieve:** Ending deaths and serious injuries on our streets. Please get up in our mission to drive change and look. Together, we can build a future where road safety means no compromise and every journey is secure.

The Broward Metropolitan Planning Organization and Broward County Government are pleased to announce a \$3 million Safe Streets and Beauty For All (SSBA) grant. The partners will use the funding to develop the Broward Regional Comprehensive Safety Action Plan (BSAP) to develop county-wide transportation strategies to prevent traffic deaths and serious injuries with an emphasis on vulnerable road users.

**5 S  
4 A**

**MPO**

**BROWARD COUNTY**

**SAFE STREETS 4 BROWARD**

Our aim is to achieve **ZERO** traffic fatalities and serious injuries throughout Broward County.

- NW 19 St, from NW 43 Te to NW 31 Av
- NW 31 Av, from NW 8 Pl to McNab Rd

Wednesday, Sept 25<sup>th</sup> - Roadway Safety Audit & Public Meeting

**Transit Oriented Development (TOD) for Central Broward Workshop**

The Broward MPO is honored to invite you to the first **in-person** Transit Oriented Development (TOD) for Central Broward Workshop.

**When:** Tuesday, October 15, 2024  
10:00am - 1:00pm (Event Program)  
1:30pm - 3:00pm (optional Open House & Networking)

**Where:** Lauderhill Performing Arts Center, 9600 NW 19th Pl, Lauderhill, FL 33411

- Workshop Goals:**
- Learn about TOD, the purpose of the TOD Toolkit, and examples from elsewhere
  - Discuss your ideas for priority elements that should be included in the TOD Toolkit for local use
  - Get an TOD implementation and the Toolkit
  - Review and provide input on existing conditions and the opportunities and challenges for TOD in Central Broward communities



### Thriving Communities Program (TCP)

The TCP Complete Transit-Oriented Neighborhoods is a cohort of 14 communities across the county in areas facing similar challenges related to affordable housing, equitable transit-oriented development, displacement/gentrification, and safe, walkable connections to transit.

- Overall Program Goals:**
- TCP provides **technical assistance (TA) and capacity building** support to teams of community partners to scope, fund, and develop infrastructure projects that advance broader community goals.
  - TCP provides 2 years of deep-dive assistance to communities to help them plan and develop a pipeline of **comprehensive transportation, housing, and community revitalization activities**.
  - **Enable communities to find and win funding**, effectively drive projects forward, and set them up for continued success beyond the life of the program.

## [RouteTo2050.org](http://RouteTo2050.org)

# ROUTE TO 2050

## Route to 2050 Metropolitan Transportation Plan

### What to Expect in an MTP?

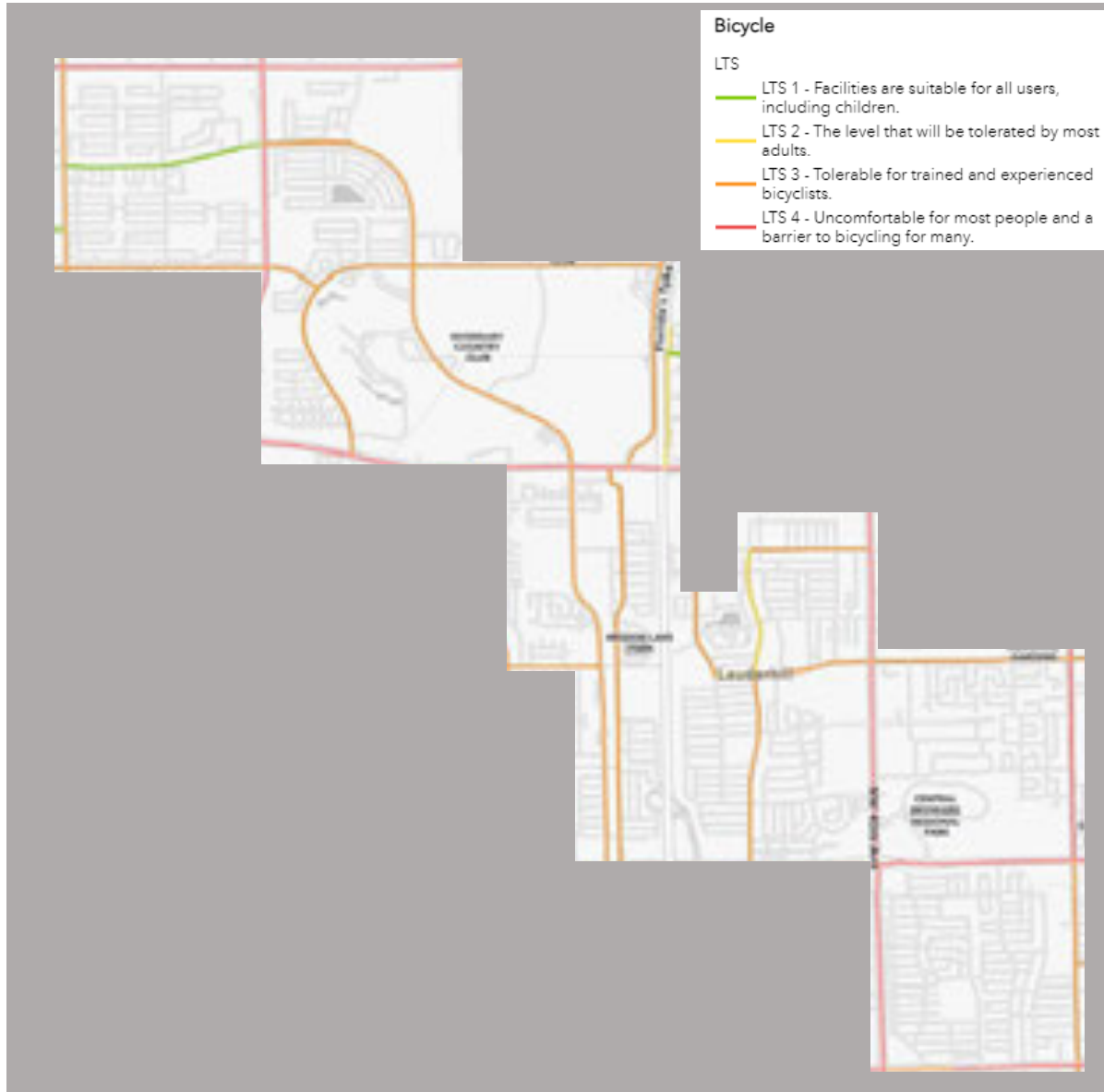
The Broward MPO will develop an MTP in accordance with Federal and State requirements and regulations including:

- 5-Year Update with 20-Year Horizon
- Multimodal Analysis of Transportation Network
- Operational and Management Strategies
- Congestion Management Strategies
- Transit and Transportation Enhancement Strategies
- Environmental Mitigation Strategies
- Performance Measures and Targets
- Financial Plan

Phase	PDC Cost Estimate	MTP Funding Year		
		2025	2026-2030	2031-2035
<b>LRMO</b>	<b>Sumner Blvd @ State Road 7</b>			
<b>1,000,000</b>	<b>Project Length</b>			<b>FMM</b>
<b>Type of Work:</b>	<b>Feasibility Study</b>			<b>Additional Work Type:</b> Grade Separation
				Construction of center turn overpass
<b>Other</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$142,500</b>
<b>Total Cost:</b>	<b>\$1,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$142,500</b>
<b>Municipality:</b> Lauderhill				<b>Ownership:</b> State

Additional Information / time permitting

# Lauderhill TMP: Next Steps - Other Planning Efforts



# Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI)

Total KSI Crashes = 170

Fatality = 50 Crashes

Serious Injury = 120 Crashes

## Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



# Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

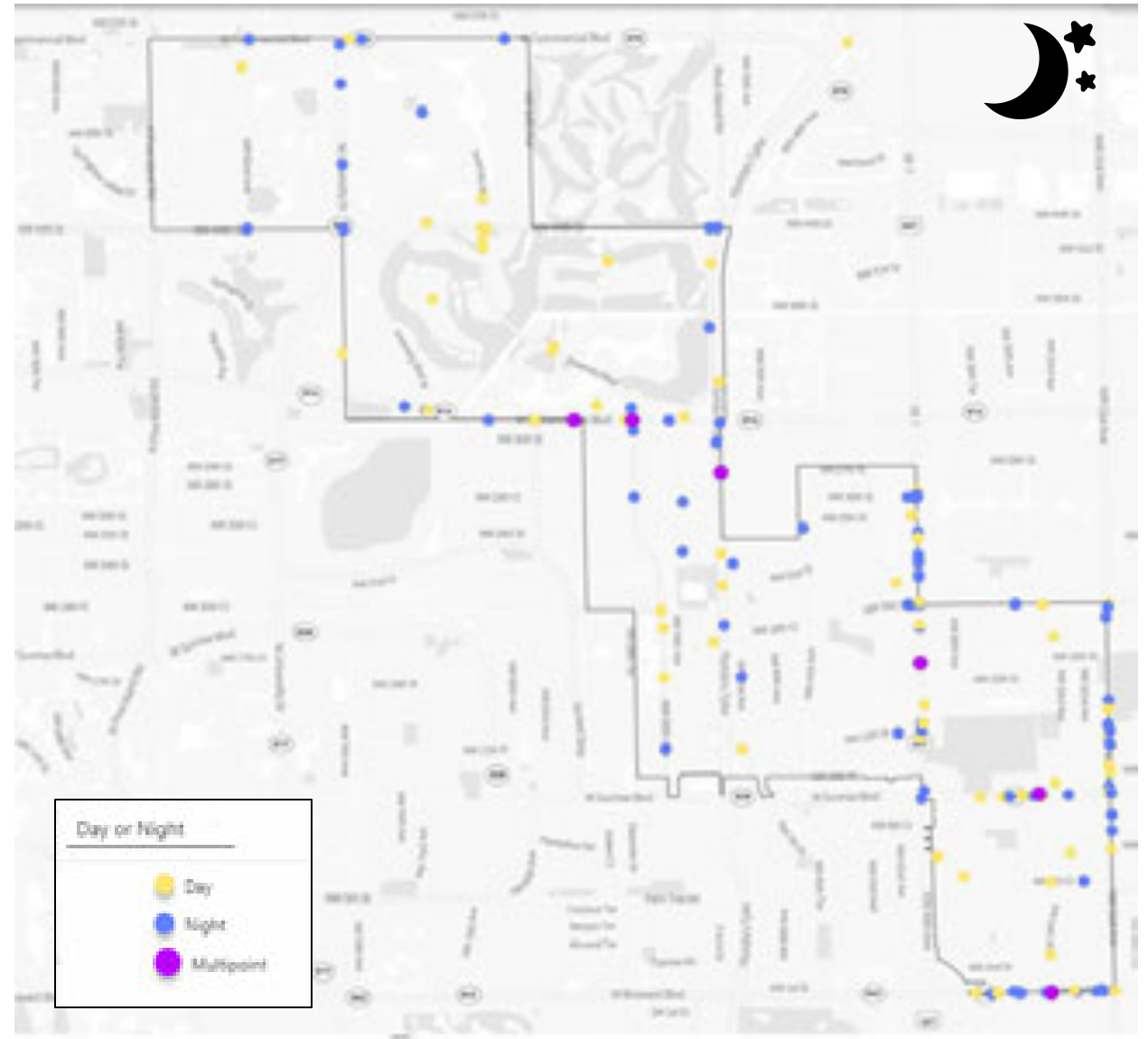
1/2019 – 12/2023

Killed or Serious Injury (KSI) / Day vs Night

**57% of crashes occurred at Night** (96 of 170 KSI crashes)

## Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)





# Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI)

Pedestrians, Bicyclists, Motor Scooter Riders

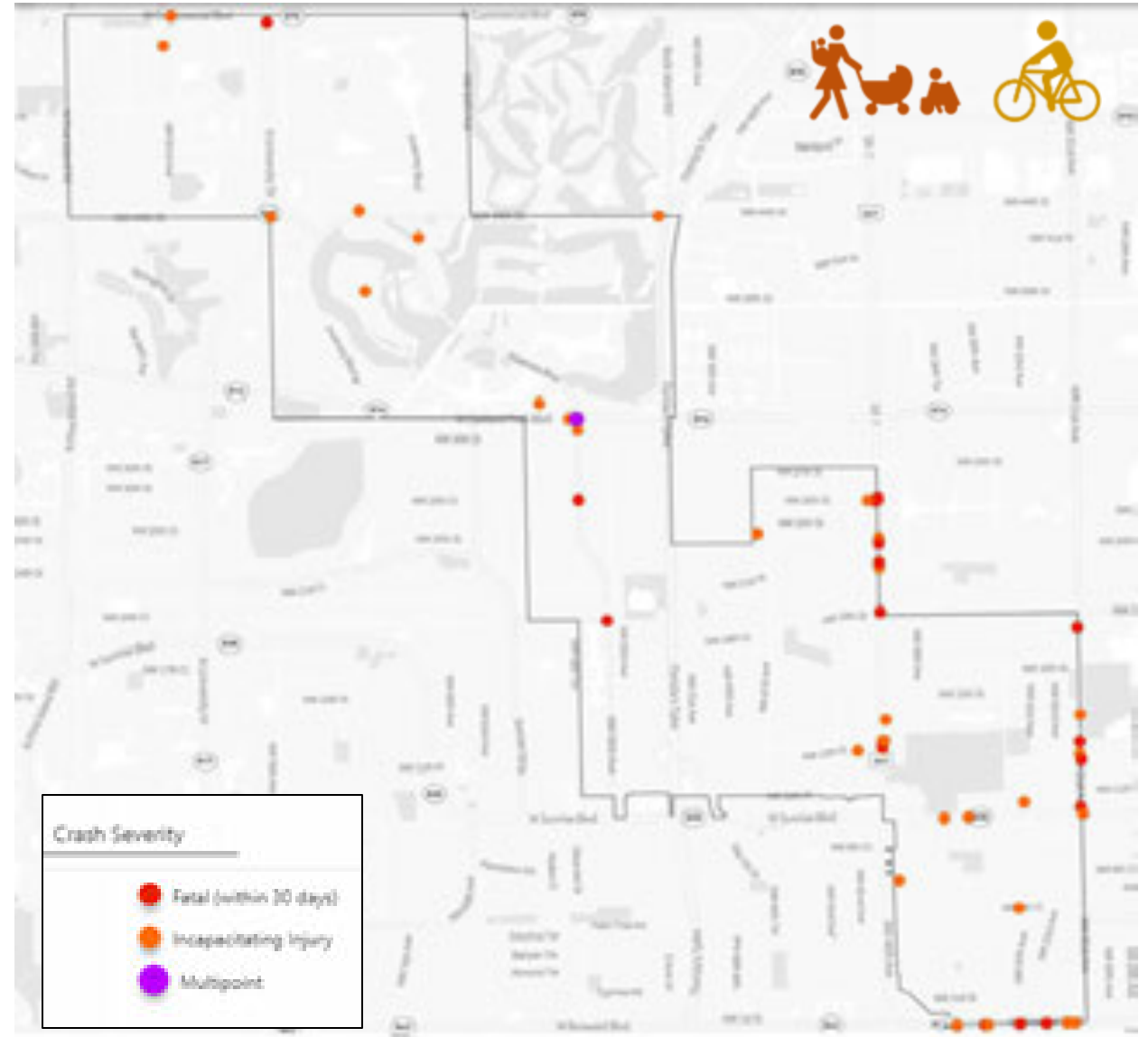
Total KSI Crashes = 51

Fatality = 17 Crashes

Serious Injury = 34 Crashes

## Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)



# Lauderhill TMP: Next Steps – Citywide Injury Crash 5-Year Trends

1/2019 – 12/2023

Killed or Serious Injury (KSI) / Day vs Night  
Pedestrians, Bicyclists, Motor Scooter Riders

**65% of crashes occurred at Night** (33 of 51  
KSI crashes)

## Notes:

- A crash may include more than one fatality or serious injury
- Includes crashes reported by FHP (Turnpike)

