



Lauderhill Transportation Master Plan

Staff Working Group Meeting #3
Citywide Existing Conditions

Agenda






1. Lauderhill TMP: Schedule
2. Public Engagement Results
 - SurveyMonkey (Complete)
 - Community Meetings (In Progress)
3. Citywide High Level Existing Conditions: Overview and Highlights
4. Summary of feedback from Stakeholder Meetings
5. Next Steps

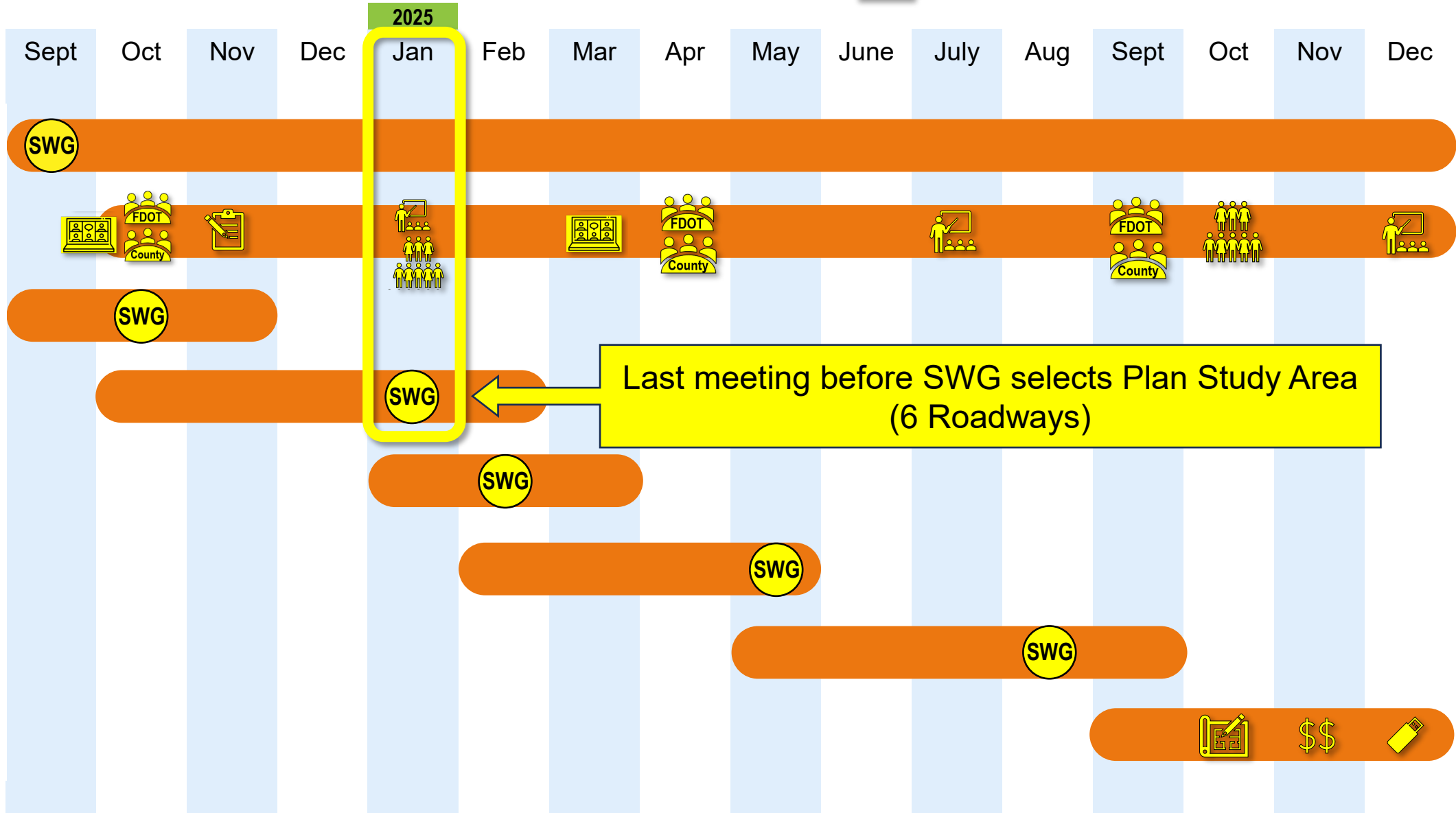
Meeting Goals:

- ✓ Discuss public and stakeholder feedback
- ✓ Present and receive feedback on citywide high-level transportation conditions

Lauderhill TMP: Schedule



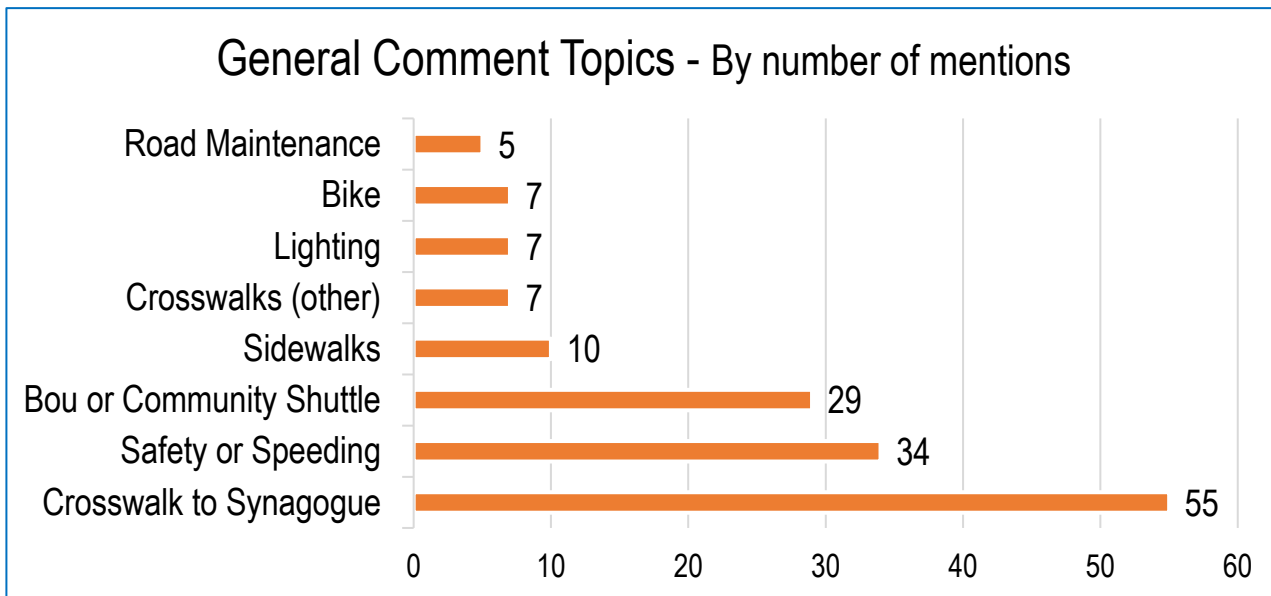
-  City Staff Working Group Mtg
-  Community Survey or Meeting
-  FDOT / Broward County Mtg
-  City Commission or Advisory Board Meeting
-  Stakeholder Mtg



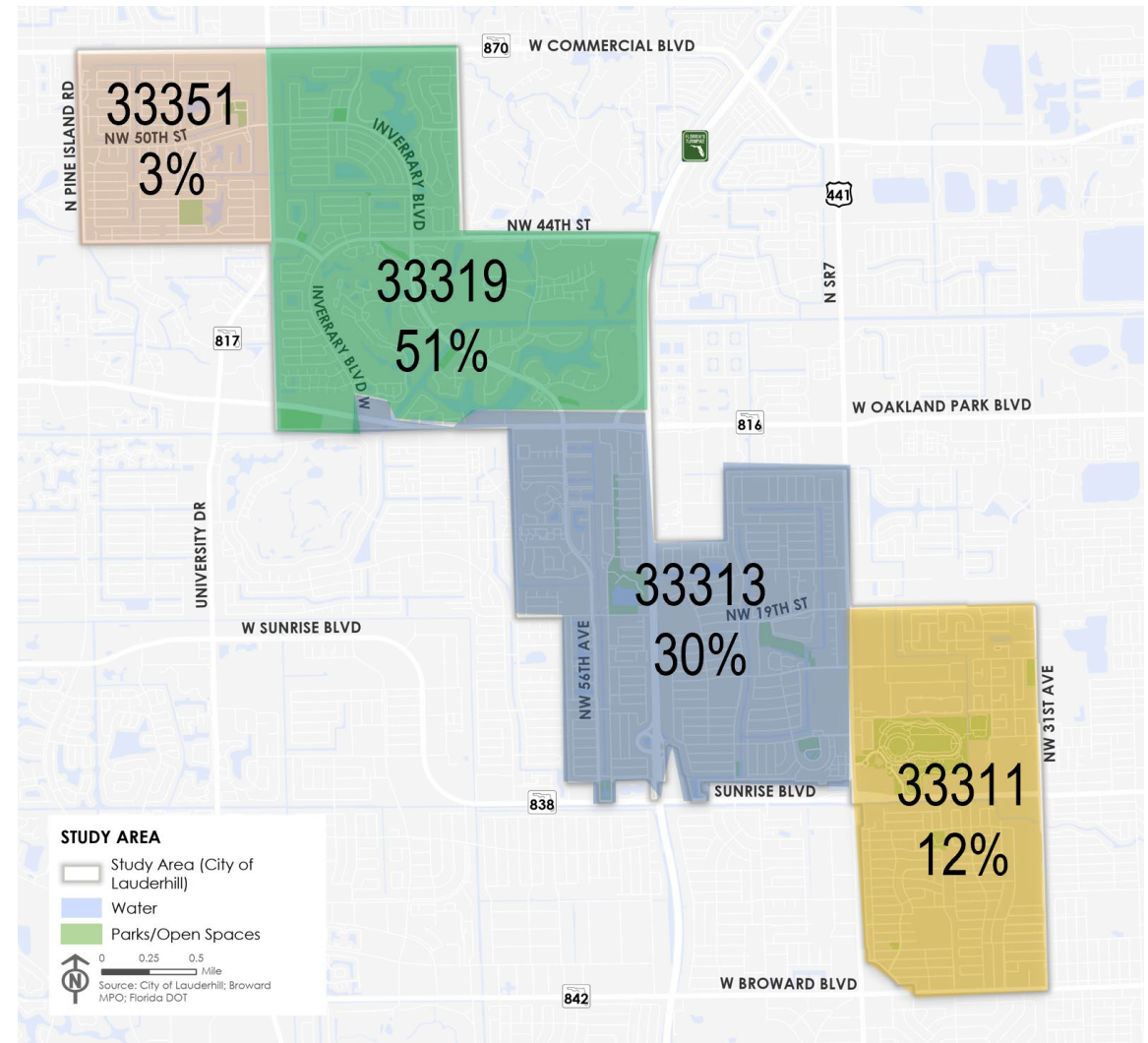
Last meeting before SWG selects Plan Study Area (6 Roadways)

Lauderhill TMP: Survey Monkey

- From 10/15/2024 to 1/15/2025
 - Original deadline of 12/15/2024 was extended one month
- Ten questions
 - Q1 and Q2 were informational
 - Q3, Q4, and Q5 gauged current travel behaviors
 - Q6, Q7, Q8, and Q9 ranked concerns and priorities
 - Q10 was general comment
- 324 Responses
- 133 General Comments



Map of Respondent's Zip Codes



Lauderhill TMP: SurveyMonkey – Highlights



38% Walk to School or Daycare

12% ride a bus or community shuttle to school or daycare



15% Ride a Bus or Community Shuttle to the Grocery Store

11% walk to grocery store

Going to Work



20% Walk

15% Ride a bus or Community Shuttle



58% Walk daily for exercise

17% walk daily because they do not have a car

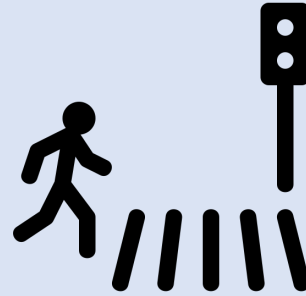
#1 Concerns



36%*

Speeding or Dangerous Driving

**Overall #1 Concern*



28%*

Crossing Streets

**Overall #4 Concern*

Only 11% ranked Traffic Congestion as #1 concern (overall #2 concern)



33%

Ride a bike at least twice a month

Priority Destinations to walk or bike

#1 Parks or Libraries

#2 Synagogue or Church



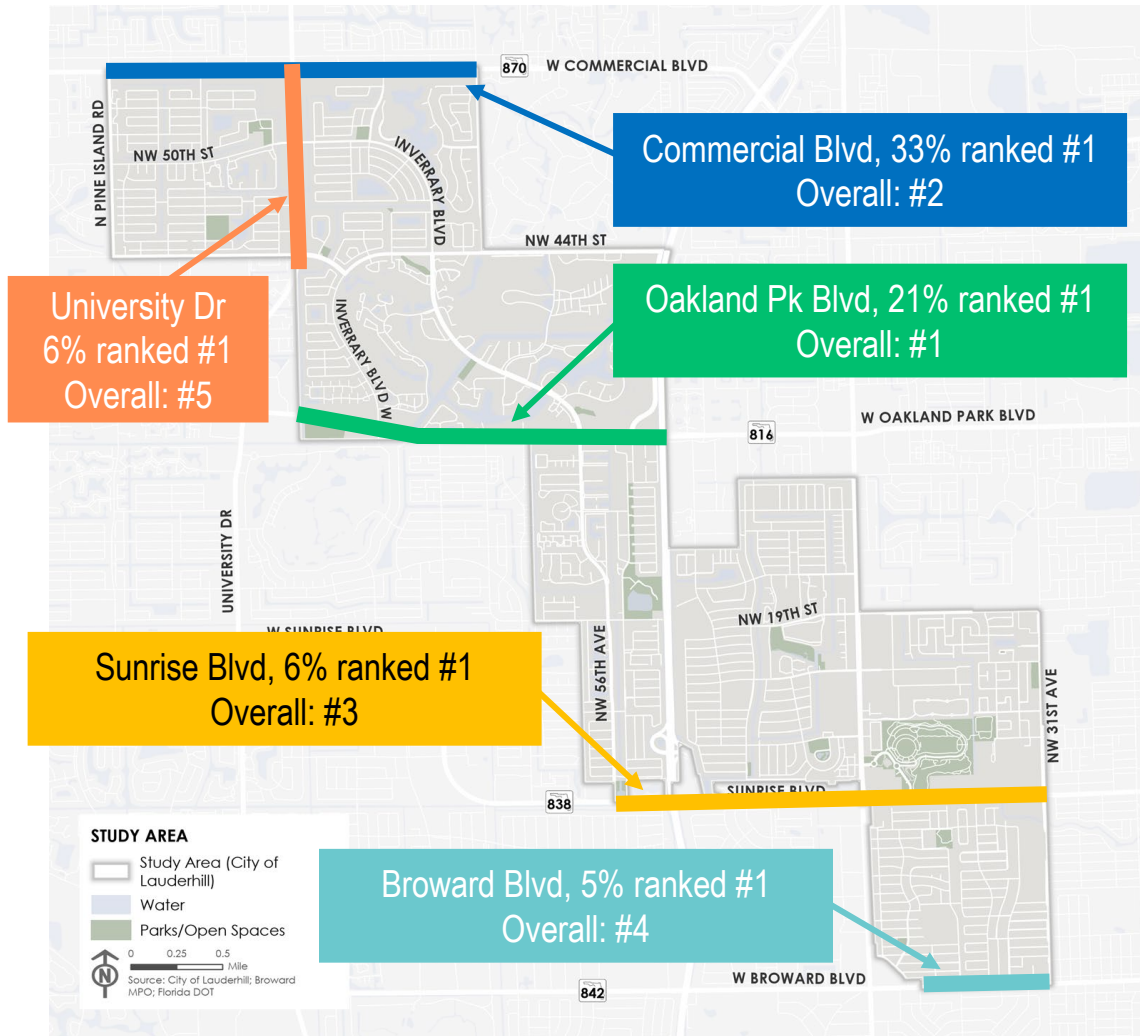
#3 Publix or Grocery Store

#4 City Hall

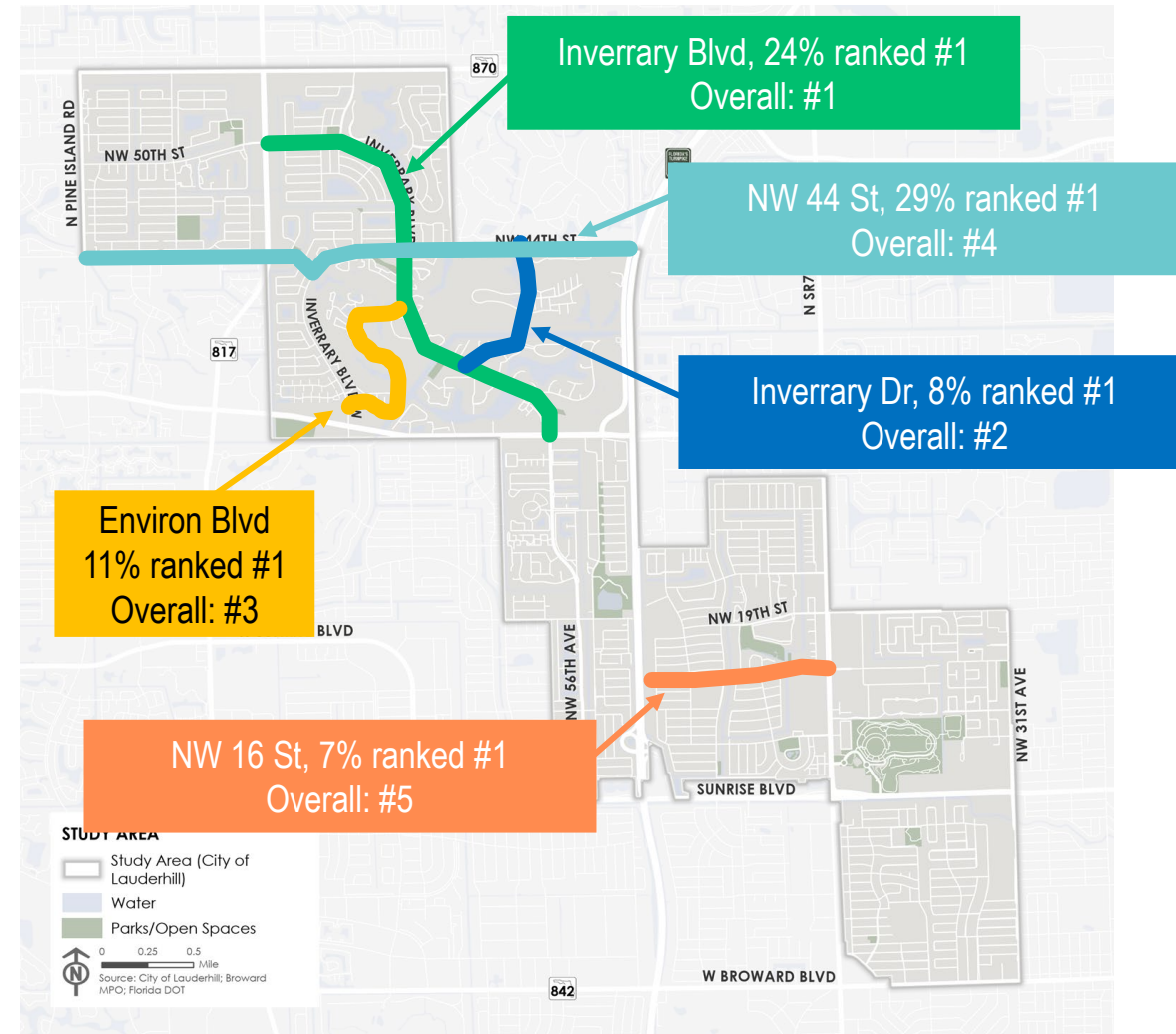


Lauderhill TMP: Survey Monkey - Top 5 Priority Roadways

Regional Roadways Prioritized for Walkability



Local Roadways Prioritized for Walkability



Lauderhill TMP: Public Engagement – Community Meetings

COMMUNITY MEETINGS

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

THURSDAY
January
9
7:00 pm

WEST KEN LARK PARK
1321 NW 33rd Ave.

19
Attendees

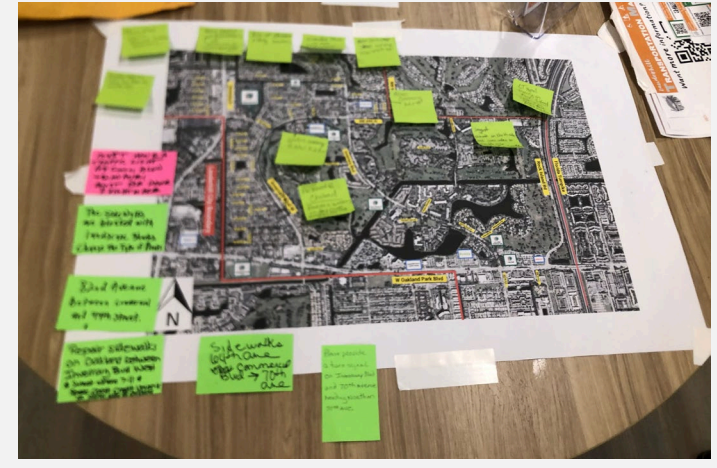
TUESDAY
January
14
6:00 pm

VETERAN'S PARK
7600 NW 50th St.

40+
Attendees

TUESDAY
January
28
6:00 pm

LAUDERHILL CITY HALL
5581 W. Oakland Park Blvd.



Lauderhill TMP: Citywide Existing Conditions

1. Demographics

- Demographics that inform transportation usage / needs Special Populations
- Existing and Future Land Use Maps
- Map of Destinations
- Updated map of programmed studies and projects
- Replica data – travel trends

2. Roadways

- Roadway network by roadway designation
- Posted Speed Limits
- Speed Studies
- School Zone Speed Studies
- Traffic Volumes
- Context Classification (FDOT)
- Traffic / Intersection Control devices
- Traffic Calming

3. Biking in Lauderhill

- Network
- Level of Traffic Stress map series
- Comfortable Bike Access map series
- Biking in Lauderhill observations

4. Walking in Lauderhill

- Network
- Level of Traffic Stress map series
- Comfortable Walk Access map series
- Walking in Lauderhill observations

5. Transit in Lauderhill

- Network
- Community Shuttle Map
- PREMO Map

6. Safety Trends

- Crashes Map
- Injury Crash Trends series
- Crashes involving people walking and Biking
- Ped & Bike Injury Crash Trends

7. Conclusions

- High Stress Roads and Intersections
- Lack of Citywide Walking and Biking Corridors
- Challenging Transit Access
- Neighborhood Gaps
- Summary of Opportunities

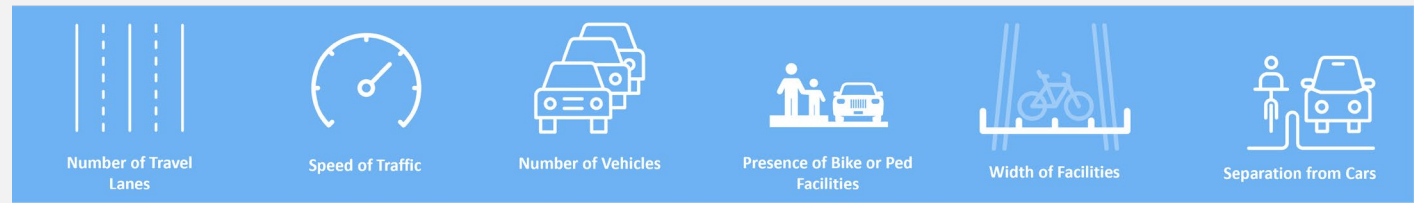
Level of Traffic Stress (LTS): Introduction

LTS uses data to evaluate comfort for people walking or biking on a given street on a numeric scale from LTS 1 (Feels most comfortable) to LTS 4 (Feels least comfortable or is impassible by a wheeled mobility device)

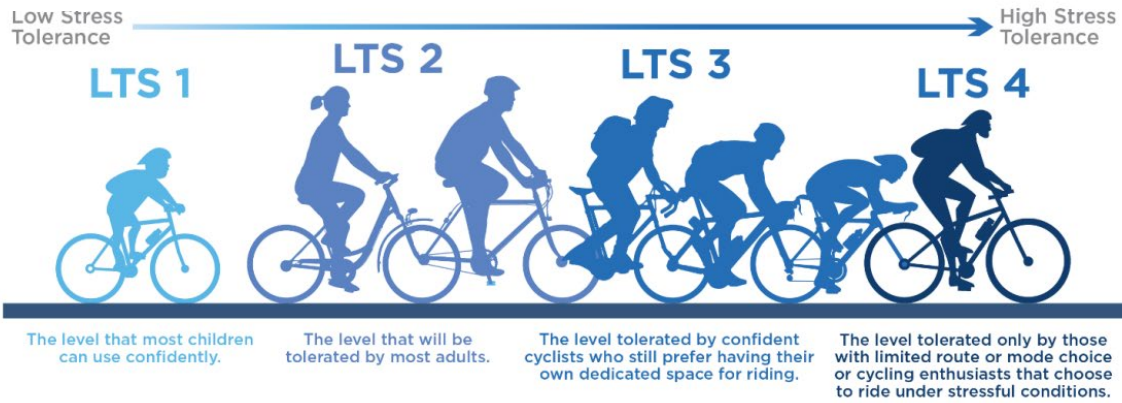
- Methodology developed by the Florida Department of Transportation (FDOT) – 2023 Multimodal Quality / Level of Service

Data Analyzed for LTS

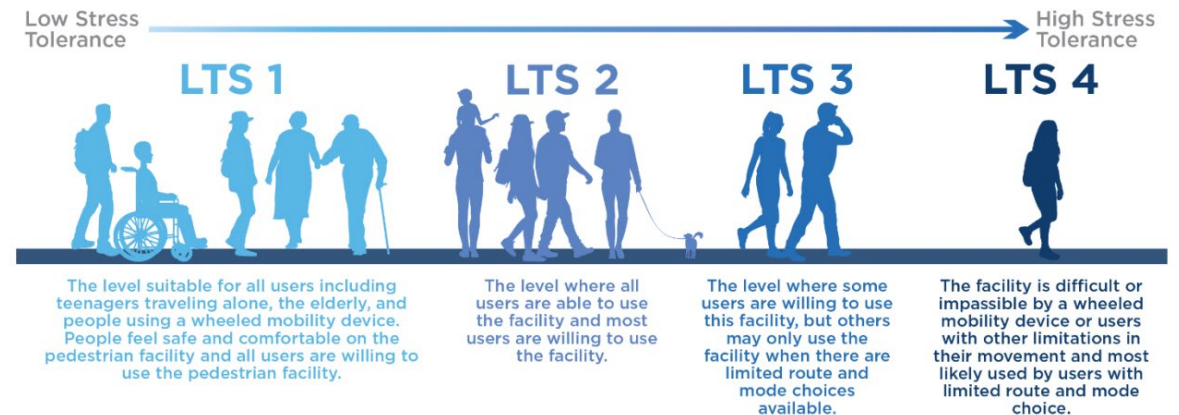
LTS does not include all conditions that may impact level of comfort such as: crossings, intersections, lack of shade, lack of street lighting, or actual speeds



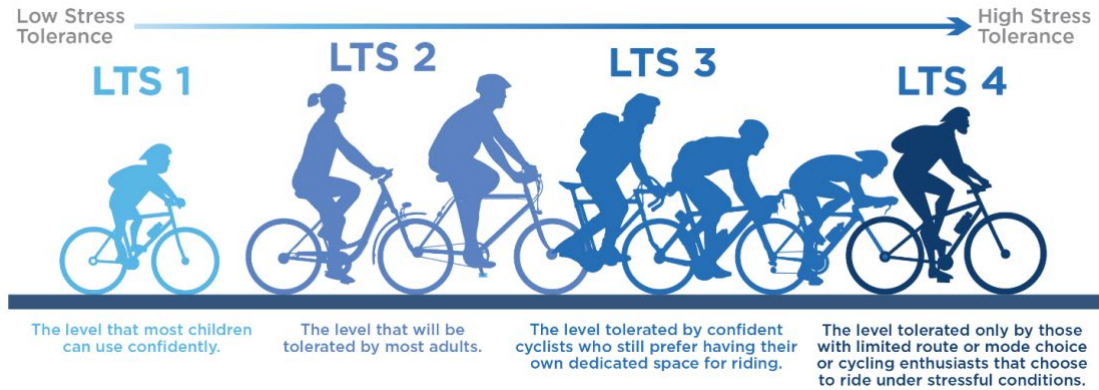
Bike LTS



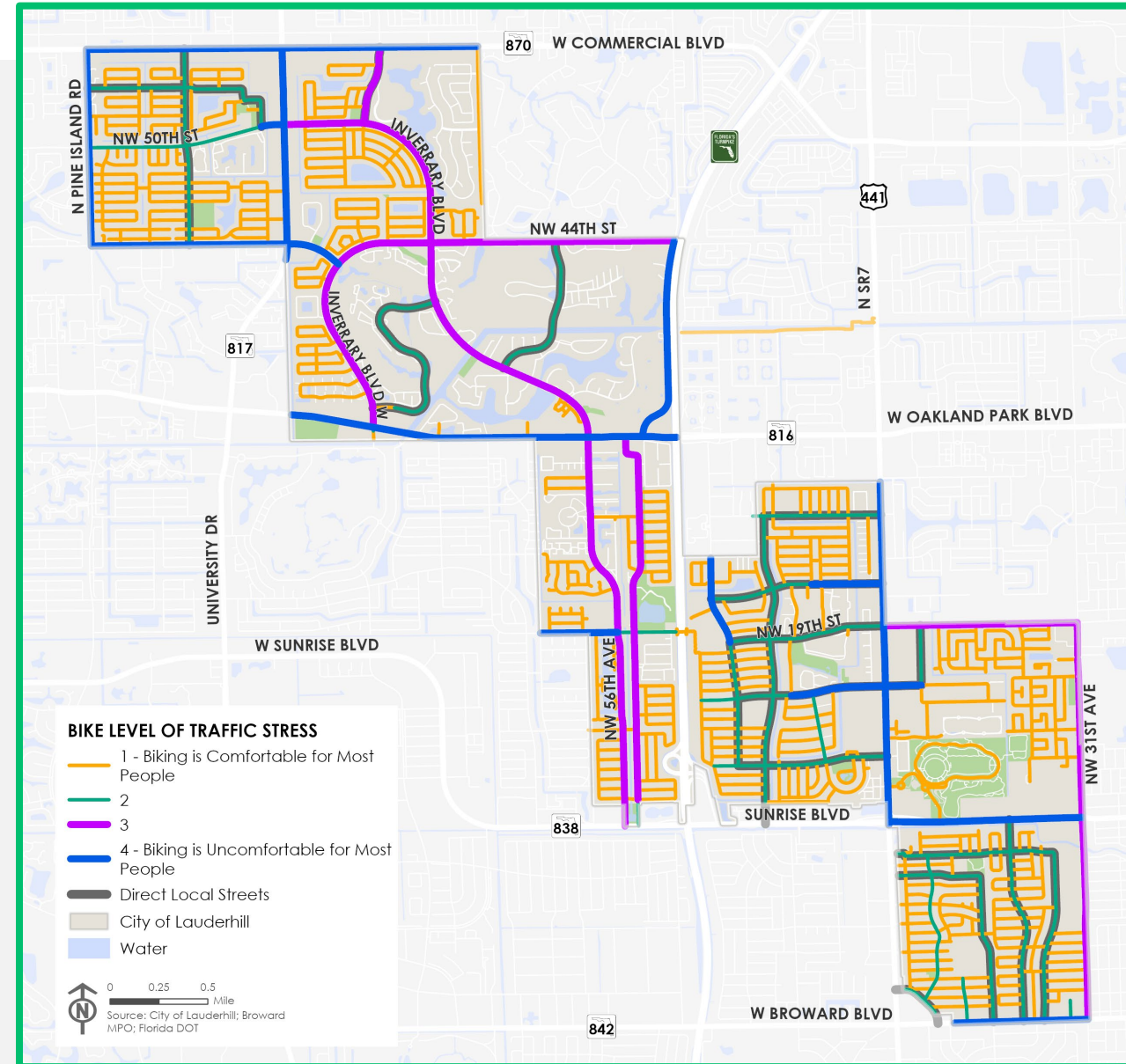
Pedestrian LTS



Level of Traffic Stress (LTS): Bike LTS



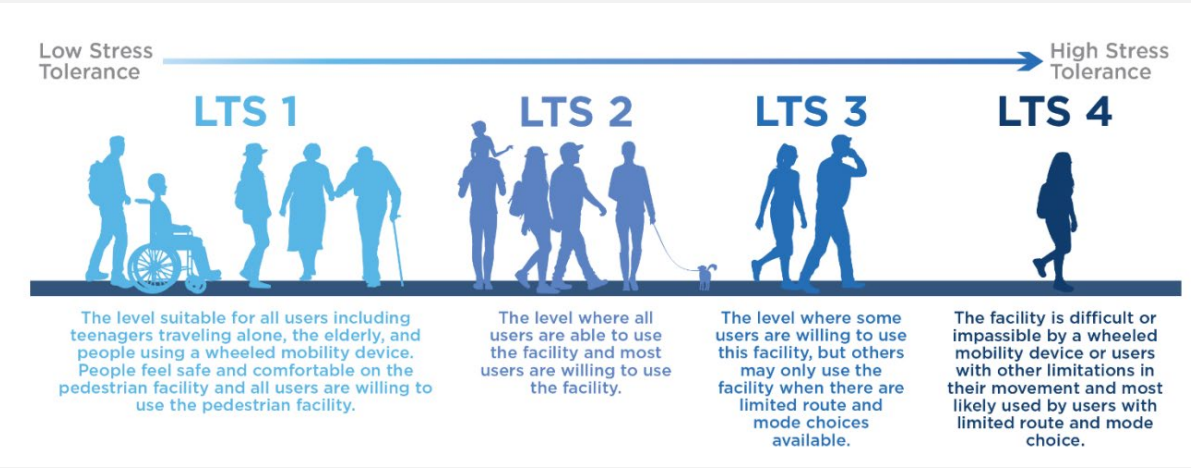
- Neighborhood serving streets (local streets with 25 MPH and no direct connections between major roadways) were assigned LTS 1.
- No other roadways were rated LTS 1
- Most major roadways have LTS 3 or 4 due to speeds, volumes, number of lanes, and type or absence of bike facility.



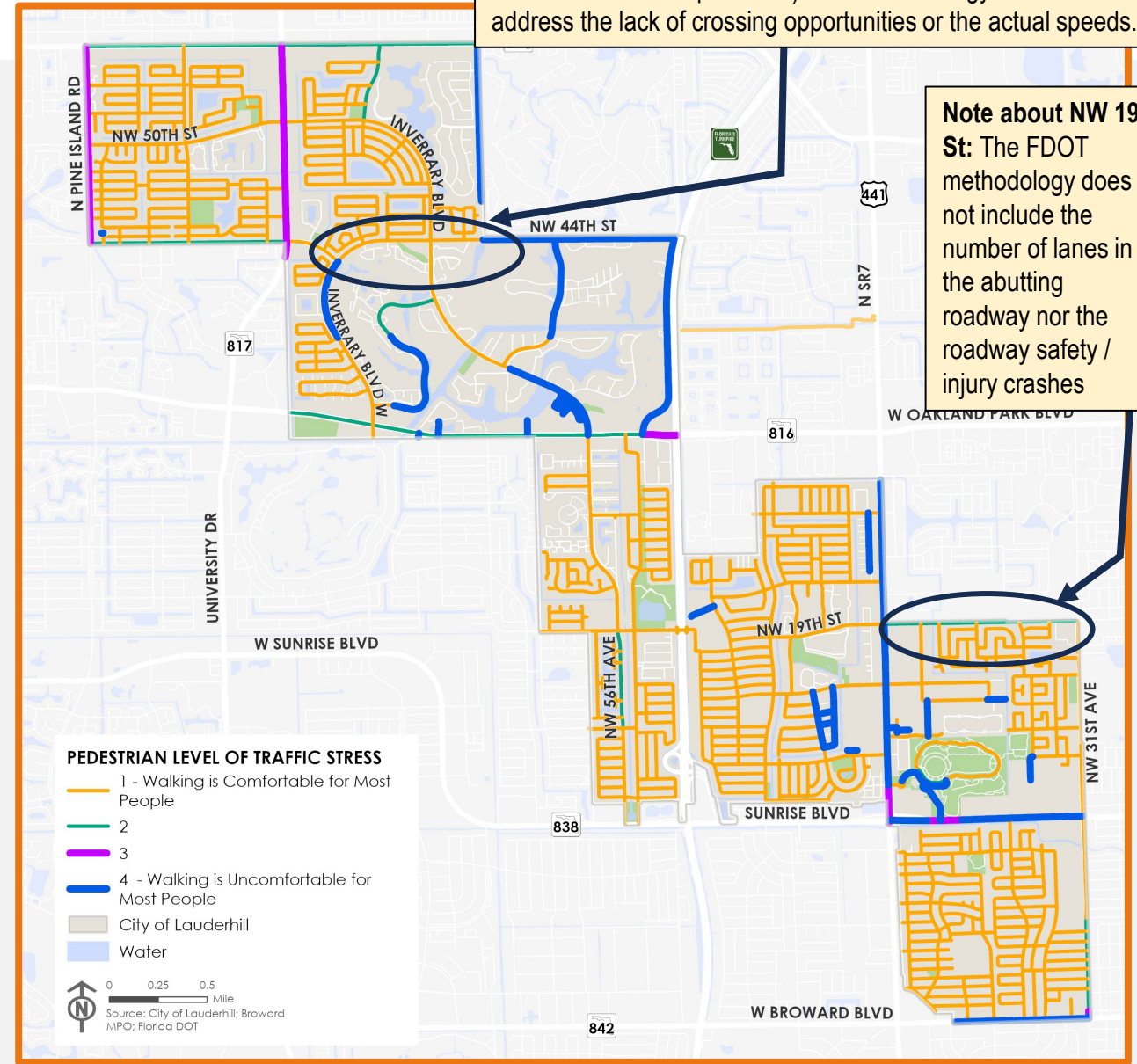
Level of Traffic Stress (LTS): Pedestrian LTS

Note about NW 44 St: The FDOT methodology results in this segment of NW 44 St to be rated LTS 1 (due to the landscaped buffer and sidewalk presence). The methodology does not address the lack of crossing opportunities or the actual speeds.

Note about NW 19 St: The FDOT methodology does not include the number of lanes in the abutting roadway nor the roadway safety / injury crashes



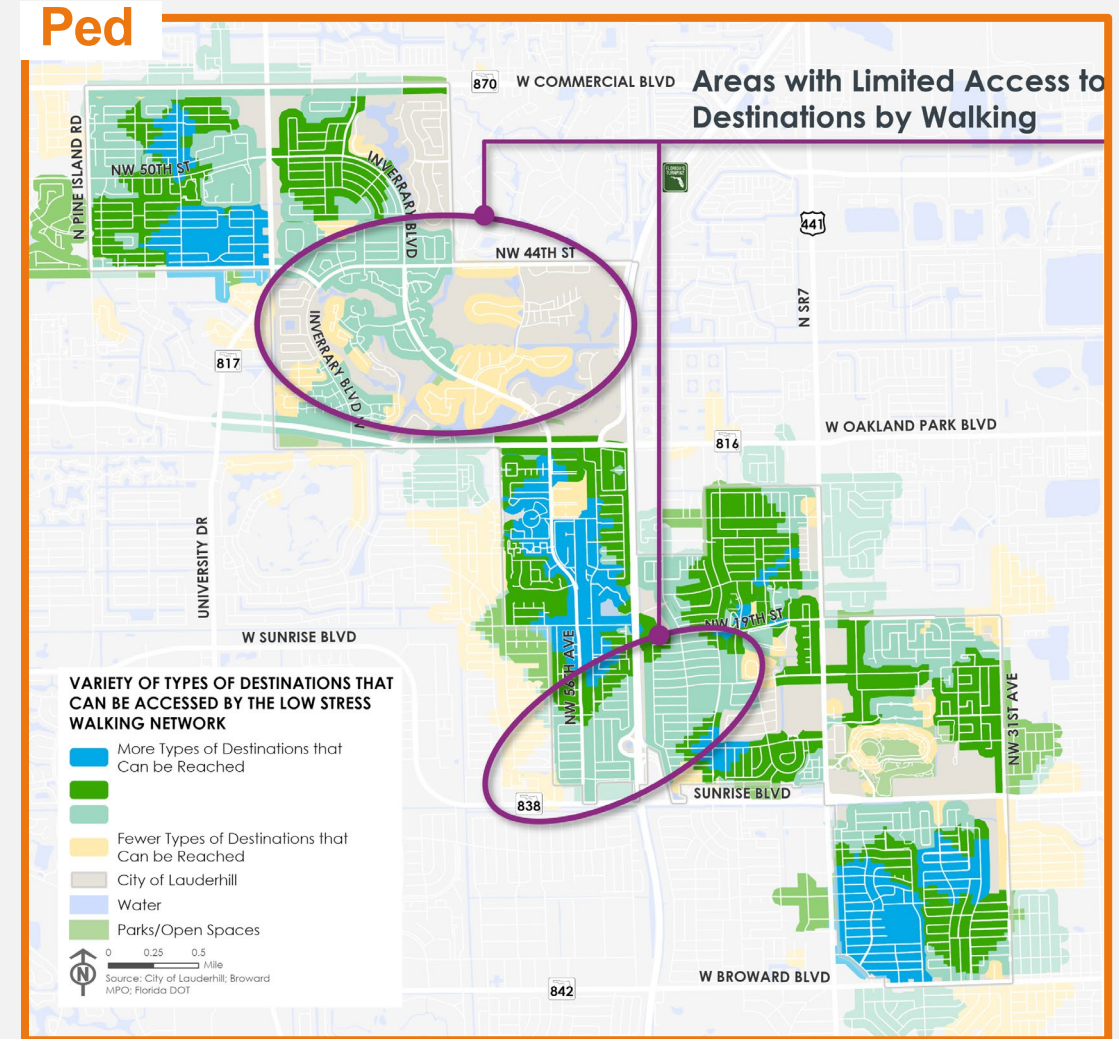
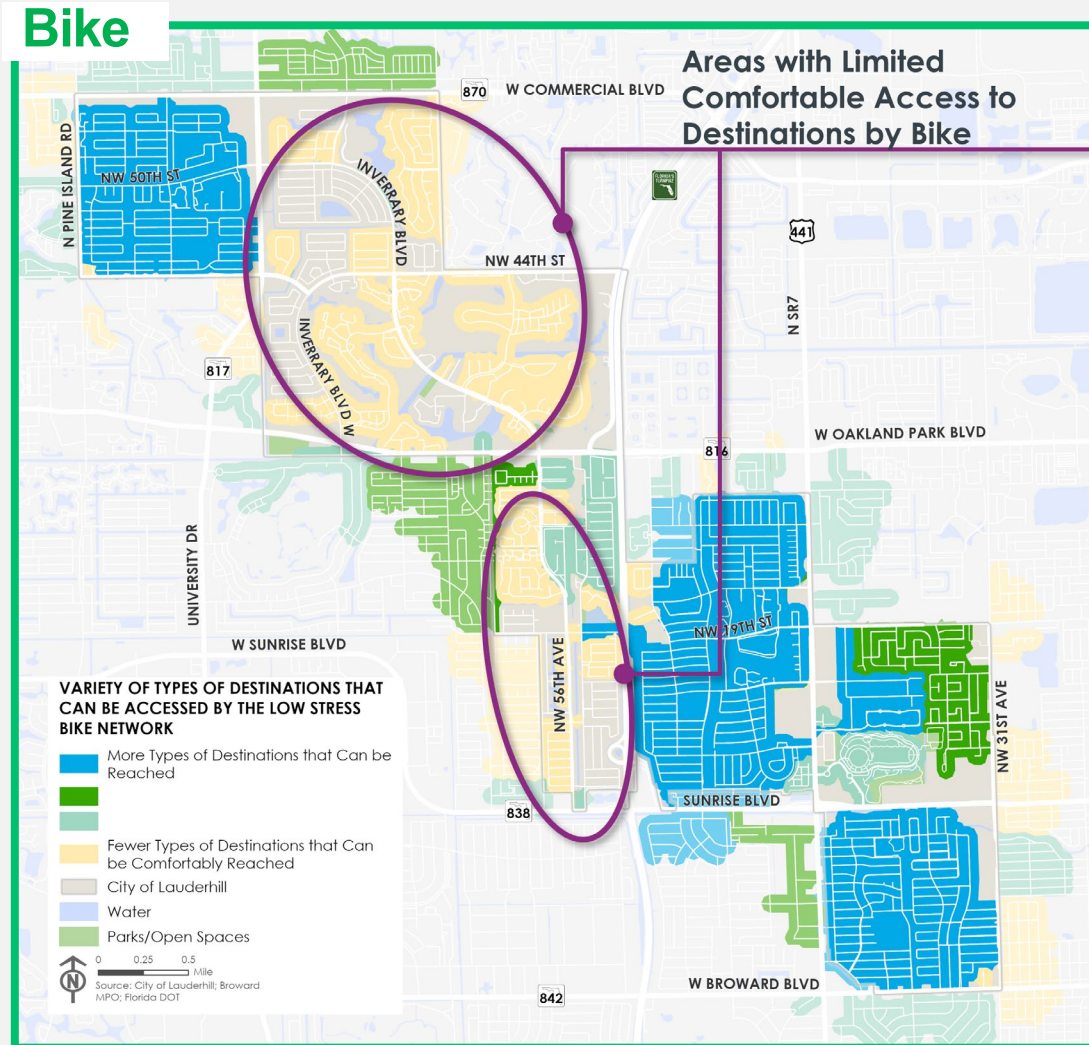
- Most local streets are LTS 1 as they have sidewalks
- Some local streets rank LTS 4 due to a lack of sidewalks
- Most collectors include sidewalks and buffers, resulting in LTS 1 or 2 rankings
- *While most streets are rated LTS 1 or 2, actual comfort may be lower due to observed speeds or traffic volumes, or lack of shade or lighting.*



Comfortable Bike or Ped Access

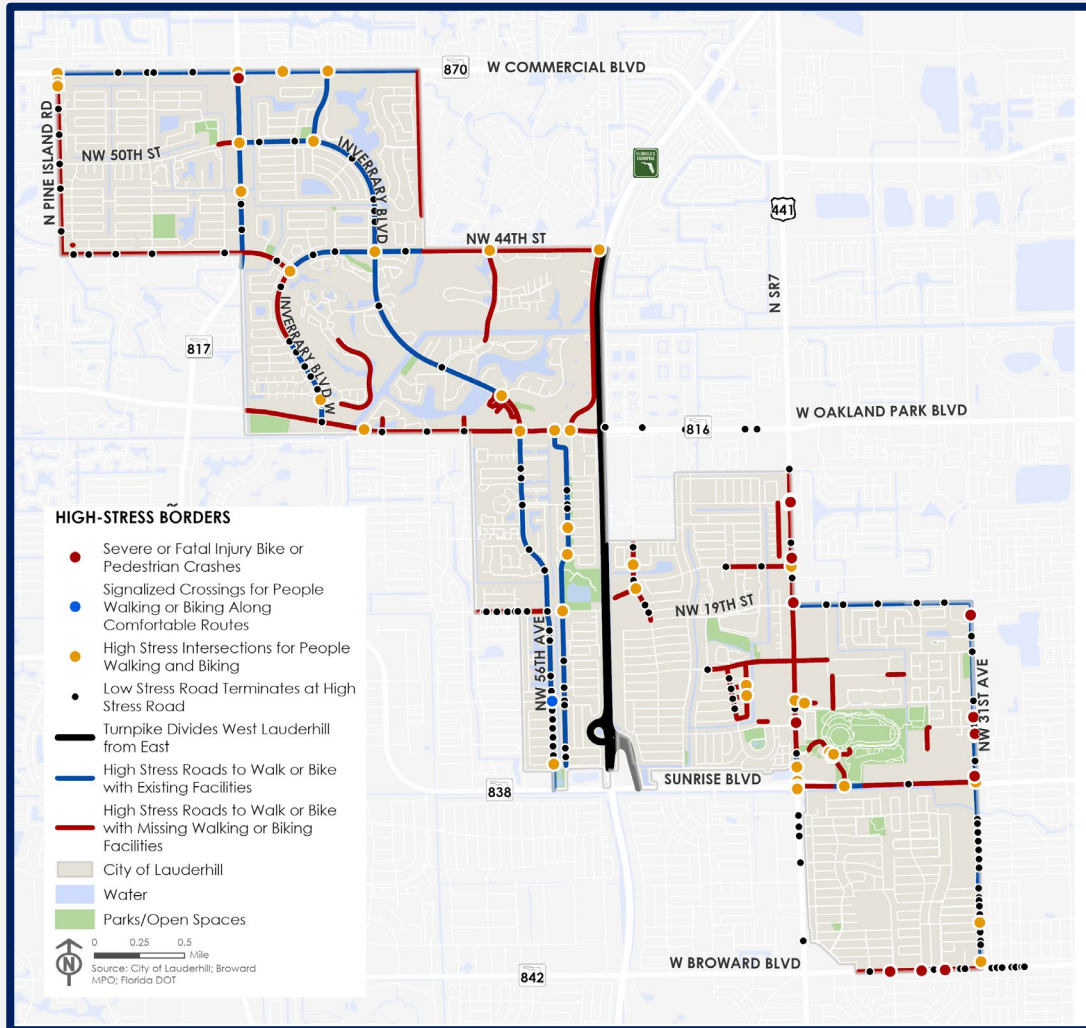
Comfortable Access refers to destinations that can be reached within a 15-minute walk or bike ride along low-stress (LTS 1 or 2) routes. Destinations include goods and services, schools, social and recreational facilities, and transit.

Some neighborhoods may have comfortable access within the neighborhood itself, but there is no comfortable access to destinations outside of the neighborhood (due to bordering high stress roadways). Portions of Inverrary and Central Lauderhill have limited comfortable access in the neighborhoods.

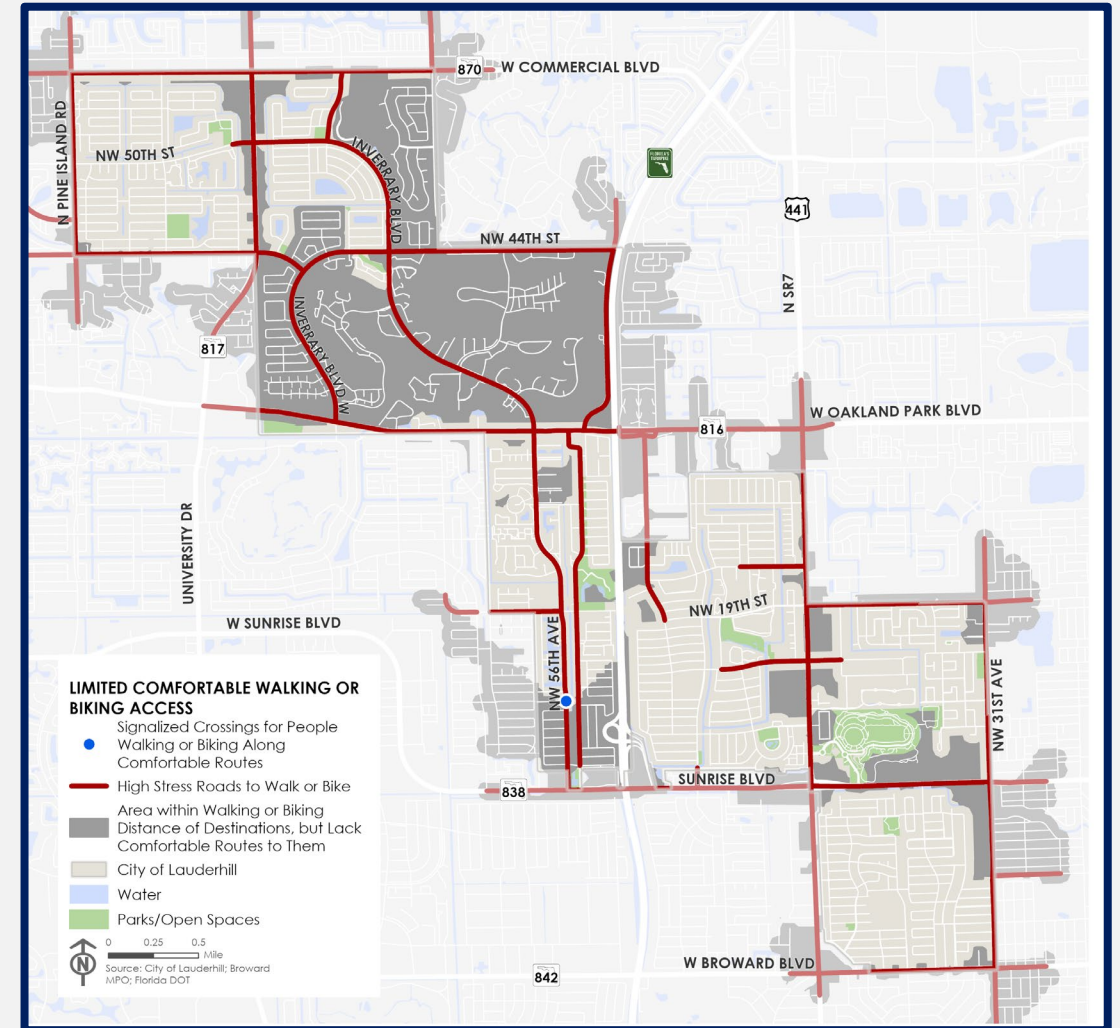


High Stress Roads: LTS 3 or 4

High Stress Roads with Intersections noted. Roadways color coded by existence of bike / ped facilities

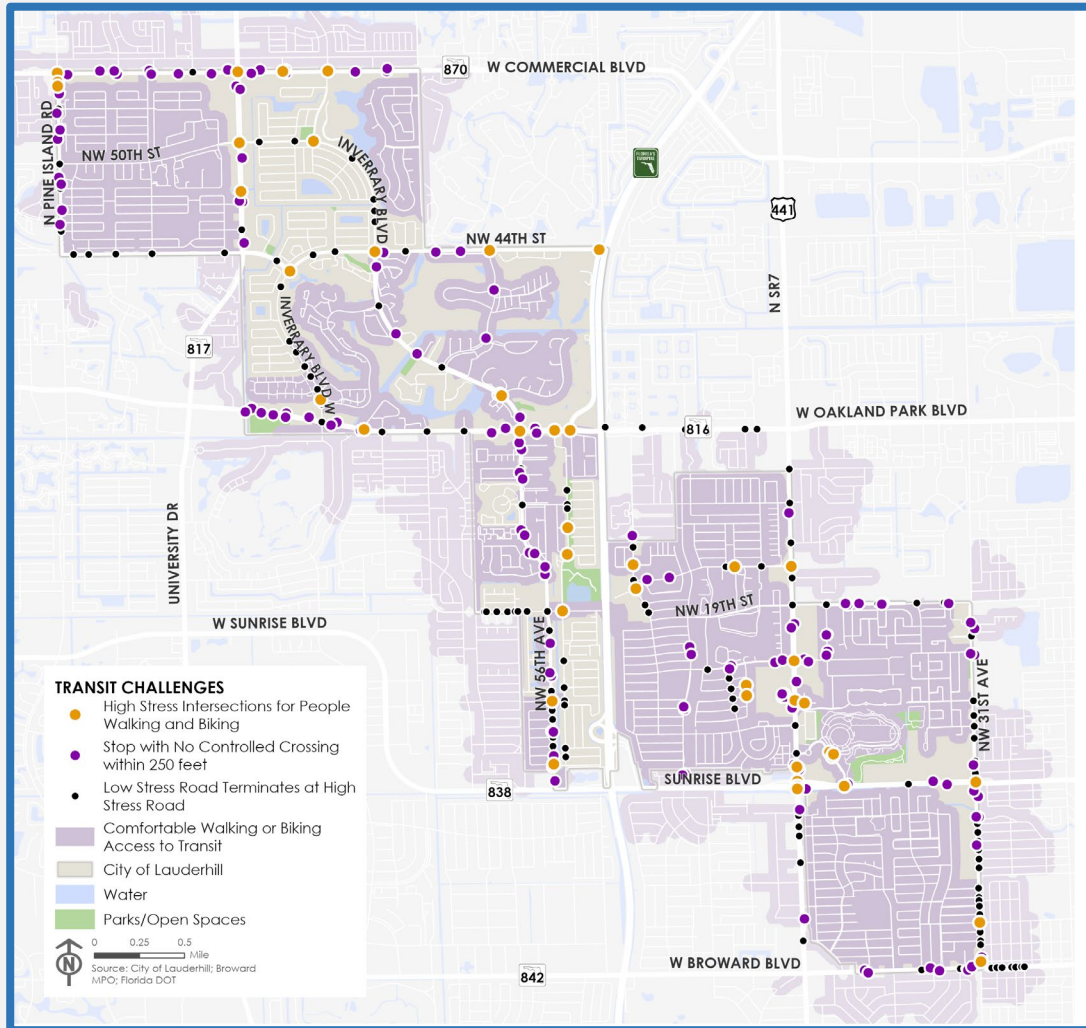


High Stress Roads with impact to comfortable bike / ped access noted. Crossing High Stress roads is considered to not be comfortable access.

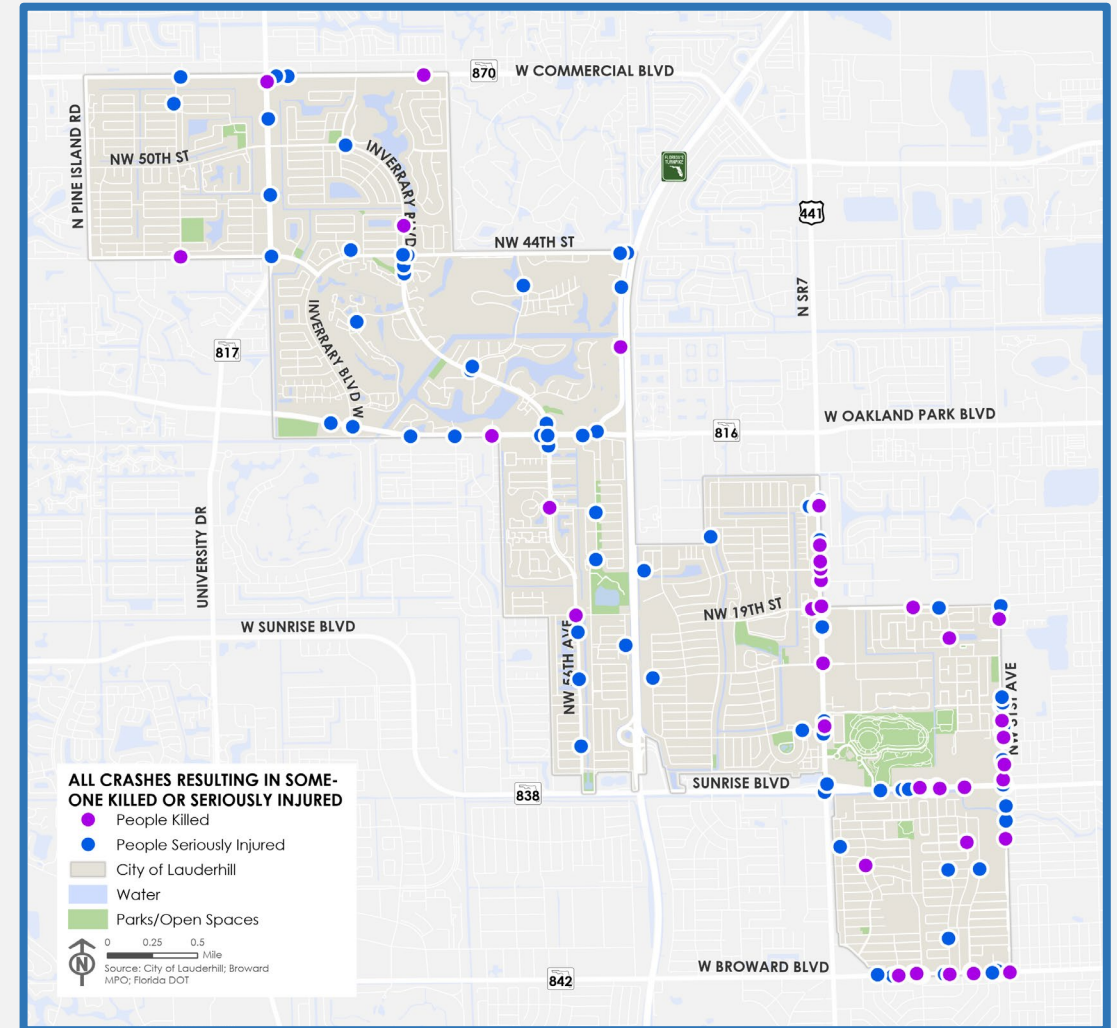


Beyond LTS.....

Limited crossing opportunities, with Transit Stops noted. Many Transit Stop are further than 250 feet to a signalized crossing.



Locations of KSI crashes noted. Crashes are not part of the LTS methodology. Speed is a significant factor to crash severity.



Summary of Challenges & Opportunities

Additional challenges and opportunities are anticipated to be identified for Plan Study Area roadways.

Identified Challenge	Opportunities to Explore
High-Stress Borders and Limited Connectivity	Identify new crossing opportunities across major barriers, including bridges and underpasses Consider treatments to improve signalized crossings for people on foot and bike
Lack of Citywide Walking and Biking Corridors	Close sidewalk gaps Identify key routes for walking and biking and recommend comfortable facilities for people of All Ages and Abilities Consider lighting improvements on key walking and biking routes
Cut Through Traffic and Speeding	Identify traffic calming features and recommendations for where to install them Consider modal filters that prevent vehicle cut through but allow other modes and emergency vehicles Evaluate opportunities for lane repurposing
Limited Crossing Opportunities	Identify potential locations for mid-block crossings Identify locations for push button elimination / pedestrian recall
Transit Access Challenges	Identify locations for controlled crossings near transit stops Consider stop consolidation Identify transit stop upgrades
Neighborhoods with Limited Walking and Biking Access	Identify key locations for enhanced crossings to connect people to destinations
Safety for All Modes	Identify opportunities for updating lighting Evaluate specific corridors for common crash types and identify potential countermeasures

Lauderhill TMP: Summary of Feedback from October 2024 Stakeholder Meetings

Broward County feedback:

- **BRT project on Oakland Park Blvd:** The design is delayed as the County and State have not agreed on a Traffic Analysis Methodology. County Staff shared a copy of the Methodology.
- **Rock Island Road realignment (Turnpike interchange project):** County advised they would provide comments to FDOT for multimodal facilities during project design phase (2029).
- **Revalidation - McMahon Recommendations review:** County Staff were unaware of the McMahon Recommendations.
 - Highway Construction and Engineering Div Staff did not identify any fatal flaws.
 - Broward MAP's Low Stress Multimodal Plan identifies several potential projects similar to the McMahon recommendations, including improvements to NW 44 St and new pedestrian bridge at NW 44 St / Middle River.

FDOT feedback:

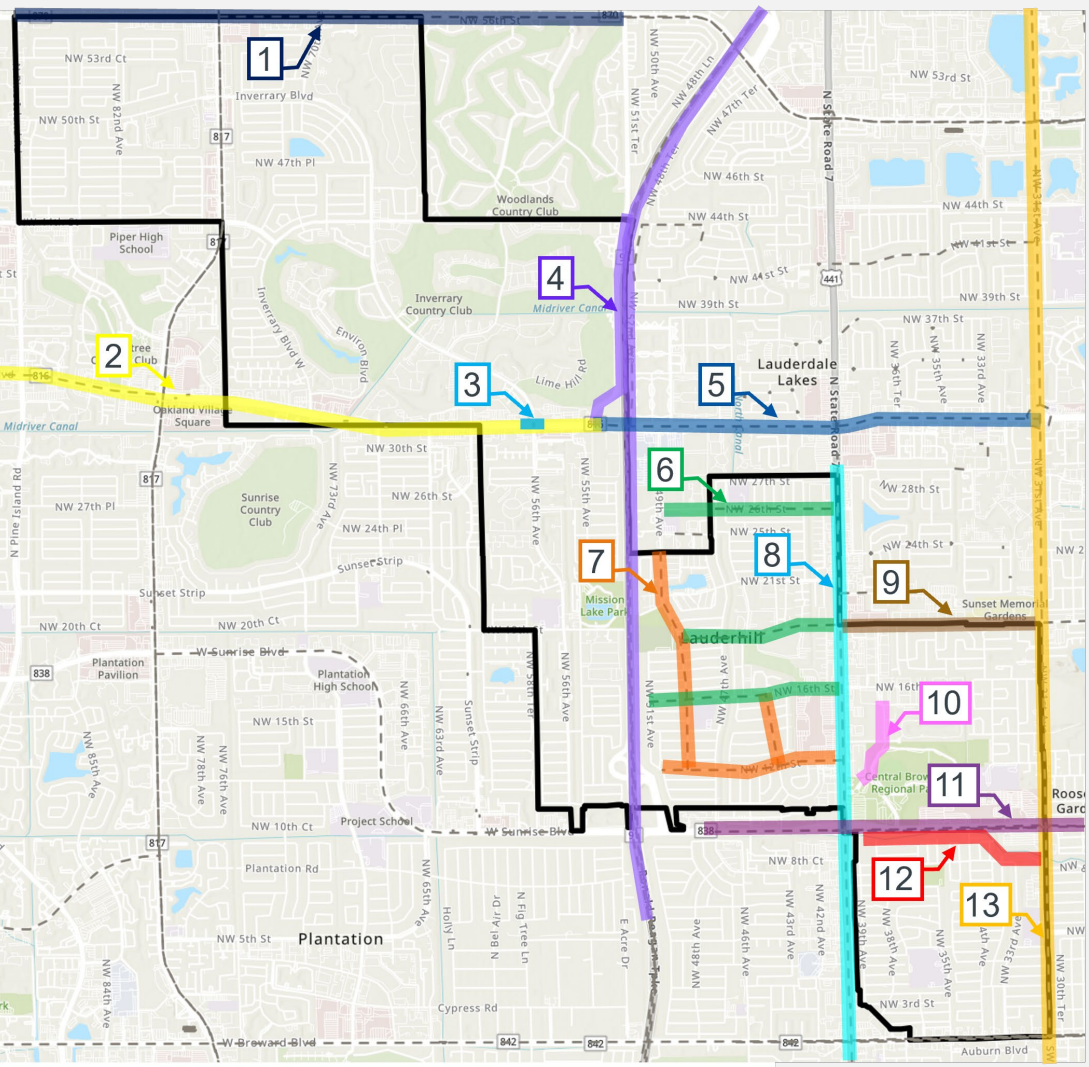
- Staff confirmed status for all FDOT projects. *(Since the meeting, BMPO staff has contacted the FDOT project PMs to advise about the Lauderhill TMP and opportunities to provide comments to the FDOT projects.)*
- **Turnpike** representatives provided a copy of the Final Preliminary Engineering Report for the Turnpike widening project. The report shows the pedestrian bridge at NW 19th St will be replaced, though the ramps are noted to remain.
- **Revalidation - McMahon Recommendations review:** FDOT Staff were unaware of the McMahon Recommendations.
 - Turnpike staff were not opposed to the concepts of a new pedestrian bridge at NW 44 St or the replacement of the NW 19 St Pedestrian bridge with roadway bridge, but advised they would need more details in order to evaluate. They also indicated the City would need to fund the bridges.
 - FDOT staff indicated they could support the proposed pedestrian bridge on Sunrise Blvd, adjacent to NE 38 Av *(note – this should not be considered approval or agreement for FDOT to fund)*.
 - FDOT staff provided written comments on the McMahon Recommendations – no fatal flaws.

Broward Schools feedback:

- The meeting was primarily an informational session.
- We shared information about the known projects adjacent to BCPS schools.
- We also shared photos and concerns about the conditions of the Shared Use Path behind STEM 6-12 school.

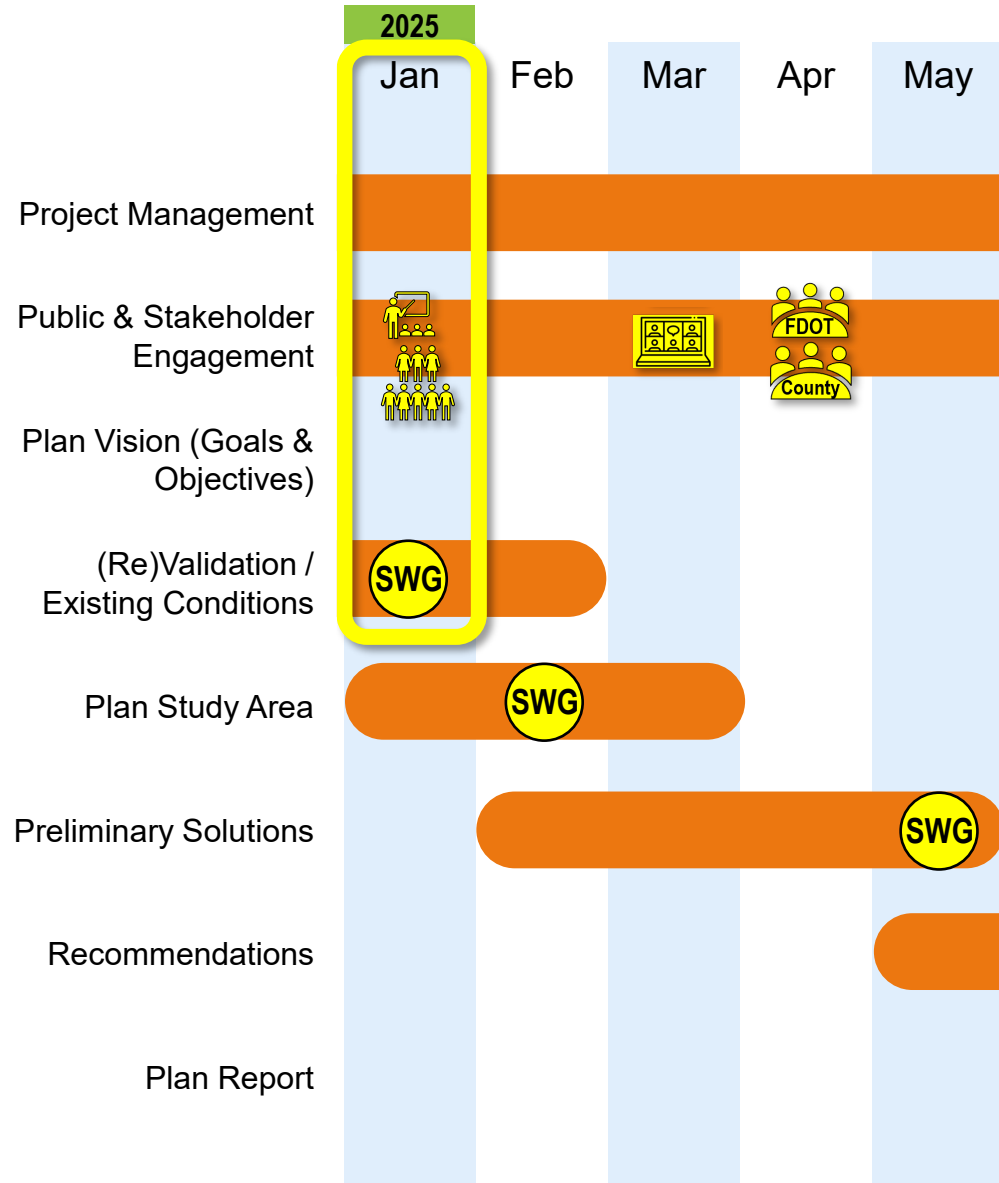
Lauderhill TMP: Known Studies & Projects - Updated after Stakeholder Meetings

Below map and table reflect updated information on FDOT / Broward County projects. “New” projects added to the table are the #1 Commercial Blvd Traffic Signal and #12 Sunrise Blvd Canal Shared Use Path. RRR = Resurfacing, Restoration and Rehabilitation. BSAP = Broward Safety Action Plan.



	Roadway	Ownership	Improvement / Study	Status
1	Commercial Blvd	FDOT	441944-1 Traffic Signal Improvements	Const – Jan 2025
2	OP Blvd	County & FDOT	PREMO (BRT)	PD&E / Design Delayed
3	OP Blvd @ NW 56 Av	FDOT	Signalization improvements	Design – FY 2025 Const – FY 2028
4	Rock Island Rd & Turnpike	County & FDOT	Rock Island Rd realignment; New Turnpike interchange @ OP Blvd; Turnpike Widening	Design – FY 2029
5	OP Blvd (Rock Island Rd eastward)	FDOT	447675-1 RRR	Design until 4/2026 Const – Fall 2026
6	NW 16 St, NW 19 St, & NW 26 St	County & City	429576-7 Bike / Ped Improvements	Const – Sept 2024
7	NW 49 Av, NW 12 St, NW 43 Te	City	Bike / Ped Improvements (CSLIP Project)	Design – FY 2028
8	SR 7 /US 441	FDOT	448410-1 RRR; BSAP Study; PREMO BRT	Design on hold; Const – 2030 BSAP Concepts - Spring 2025 BRT - Planning
9	NW 19 St (441 to NW 31 Av)	County	BSAP Study	Concepts - Spring 2025
10	NW 38 Av	City	Access to Central Regional Park (Broward MAP / Surtax)	Design – FY 2027
11	Sunrise Blvd (NW 49 Av eastward)	FDOT	449821-1 RRR	Design until 2027 Const - 2027
12	Sunrise Blvd Canal	SFWMD	429576 Shared Use Path	Const – May 2025
13	NW 31 Av	County	Traffic calming / Ped improvements; BSAP Study	Design – 2025; BSAP Concepts - Feb 2025

Lauderhill TMP: Next Steps



MPO Next Steps

1. Compile & analyze comments from Community Meetings
2. Submit Goals and Objectives
3. Develop TMP Evaluation Framework
4. February SWG Meeting: Plan Study Area selection
5. Field Audits and Data Collection for Plan Study Area roadways
6. Identify Potential Solutions for Plan Study Area
7. Presentation to Broward County's Bicycle and Pedestrian Advisory Committee (**NOT** including Potential Solutions)
8. Meetings with FDOT & Broward County: Plan Study Area Existing Conditions &

City Staff Next Steps

1. Review Existing Conditions report and provide comments by February 12