



Cooper City Transportation Master Plan

Presentation to City Commission

<https://www.browardmpo.org/transportation-master-plans-tmp/city-of-cooper-city>

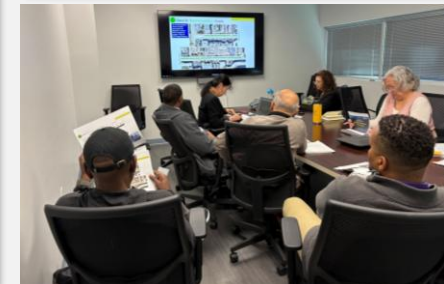
Agenda

- Broward MPO Introduction
- TMP Information
 - Purpose
 - Example
 - Cooper City TMP Schedule
- Online Survey
 - Next Steps



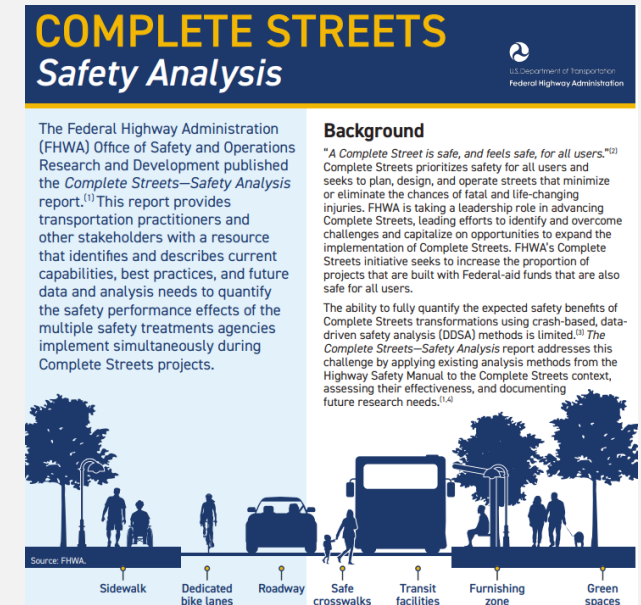
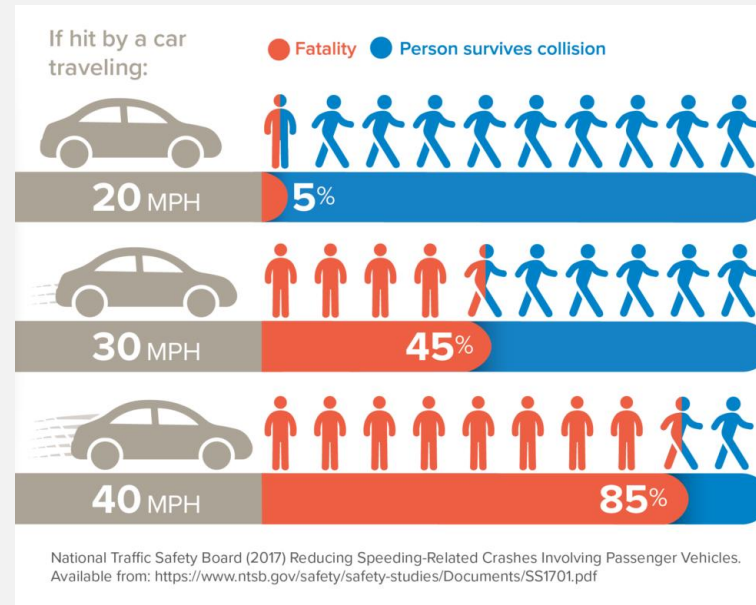
Broward Metropolitan Planning Organization (MPO)

- The Broward Metropolitan **Planning** Organization (MPO) is a federally mandated, government organization that collaborates with cities, towns, and partner agencies to **plan and prioritize federally-funded transportation projects in Broward County**.
- The Broward MPO Board is made up of local elected officials, including **Commissioner Lisa Mallozzi from Cooper City**.
- The Broward MPO works hand-in-hand with cities across the county to help them plan **safer, more connected roads** for everyone.
- The Community Planning team provides technical support to help local governments create **Transportation Master Plans (TMPs)** that reflect the needs of their communities.



Technical Assistance for TMP: Purpose

Assist Cities to identify community-driven, design-ready *multimodal* transportation projects for up to six roadways that are based on best practices for safety, speed management, and complete streets.



Technical Assistance for TMP: Information

Technical assistance includes:

- ✓ Facilitate meetings with city staff, stakeholders, and community members
- ✓ Compile and assess existing conditions
- ✓ Identify and evaluate potential solutions
- ✓ Develop planning-level scopes of work and cost estimates
- ✓ Prepare conceptual renderings and graphics
- ✓ Document TMP process and results into a Final Report

City of Lauderdale Transportation Master Plan
Chapter 1: Planning Approach

Community Meetings
Community Meetings were instrumental in refining the TMP's goals, proposing 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 Kirk 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	Erison Cultural Center	Recommendations
11/13/2025	West Kirk Park	Recommendations
11/19/2025	John Mullins Park	Recommendations

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

City of Hallandale Beach Transportation Master Plan
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 MPO'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 April 28, 2025. The Vision incorporates three overarching goals identified during initial discussions with the City Staff Working Group and incorporates the guiding theme of the City's Capital Improvement Plan "Progress at the Forefront."

Vision:
Building on prior planning efforts, the vision of the Hallandale Beach Transportation Master Plan is to create a safe, connected, and inclusive transportation network that supports walking, biking, e-mobility (such as e-scooters), public transit, and driving. By prioritizing safe streets, integrated mobility corridors, and neighborhood-focused investment, the plan aims to deliver design-ready projects that enhance quality of life, improve access to key destinations, and reduce reliance on personal vehicles. Anchored in the City's ongoing commitment to innovation and resilience, the TMP will serve as a roadmap for strategic investments that meet today's needs while positioning Hallandale Beach for a more connected, equitable, and sustainable future.

Safe Streets
Design Roadways that improve safety for all roadway users

Connected Streets
Design Roadways that promote seamless connectivity

Neighborhood Investment
Identify improvements to neighborhood roadways that make walking, biking, scooting, and riding transit more convenient and accessible. Improve neighborhood entry points to create clear, welcoming, and safe transitions into residential areas. Align street design with surrounding land uses to ensure the roadway context supports neighborhood character and function.

Goal	Objectives
Safe Streets	Design streets that prioritize safety for people of all ages, including children, older adults, and individuals with limited mobility. Ensure safe conditions for all modes of travel, including walking, biking, transit, and driving. Improve and increase safe pedestrian crossings to make it easier and safer for people to navigate streets. Enhance nighttime safety by creating well-lit, secure environments for all street users.
Design roadways that improve safety for all roadway users	Implement traffic-calming measures to reduce vehicle speeds and create safer environments for all roadway users. Improve the comfort and convenience to walk, bike, or scooter to daily destinations by reducing barriers to crossing (crosswalks). Identify opportunities for seamless, multimodal access to and between city parks and the beach. Strengthen neighborhood connections by developing low street, citywide bicycle and pedestrian routes. Incorporate infrastructure for walking, biking, scooters, transit, and automobiles. Enhance access to local and regional destinations by improving pedestrian and bike access to transit stops and drivers.
Connected Streets	Design neighborhood streets that are comfortable and safe for all users to share, including pedestrians, cyclists, and drivers. Incorporate shade elements to improve walkability and neighborhood aesthetics. Identify improvements to neighborhood roadways that make walking, biking, scooting, and riding transit more convenient and accessible. Improve neighborhood entry points to create clear, welcoming, and safe transitions into residential areas. Align street design with surrounding land uses to ensure the roadway context supports neighborhood character and function.

City of Wilton Manors Transportation Master Plan
Chapter 5: Andrews Av
Recommendations: NE 24 St

Existing

Recommendations

- Signal changes: (1) Left Turns from NW and NE 24th St to Andrews Ave would be permitted, (2) Left Turns from Andrews Ave would be prohibited, and (3) pedestrian phase protected.
- Landscaped median islands provide visual traffic calming, beautification, and provide space for median refuge.
- Shaded use path with street trees in groves.
- Crosswalk placed on new pedestrian refuge island.
- Revised shaded use path crossings of side streets.

City of Lauderdale Transportation Master Plan
Chapter 7: NW 56 Avenue

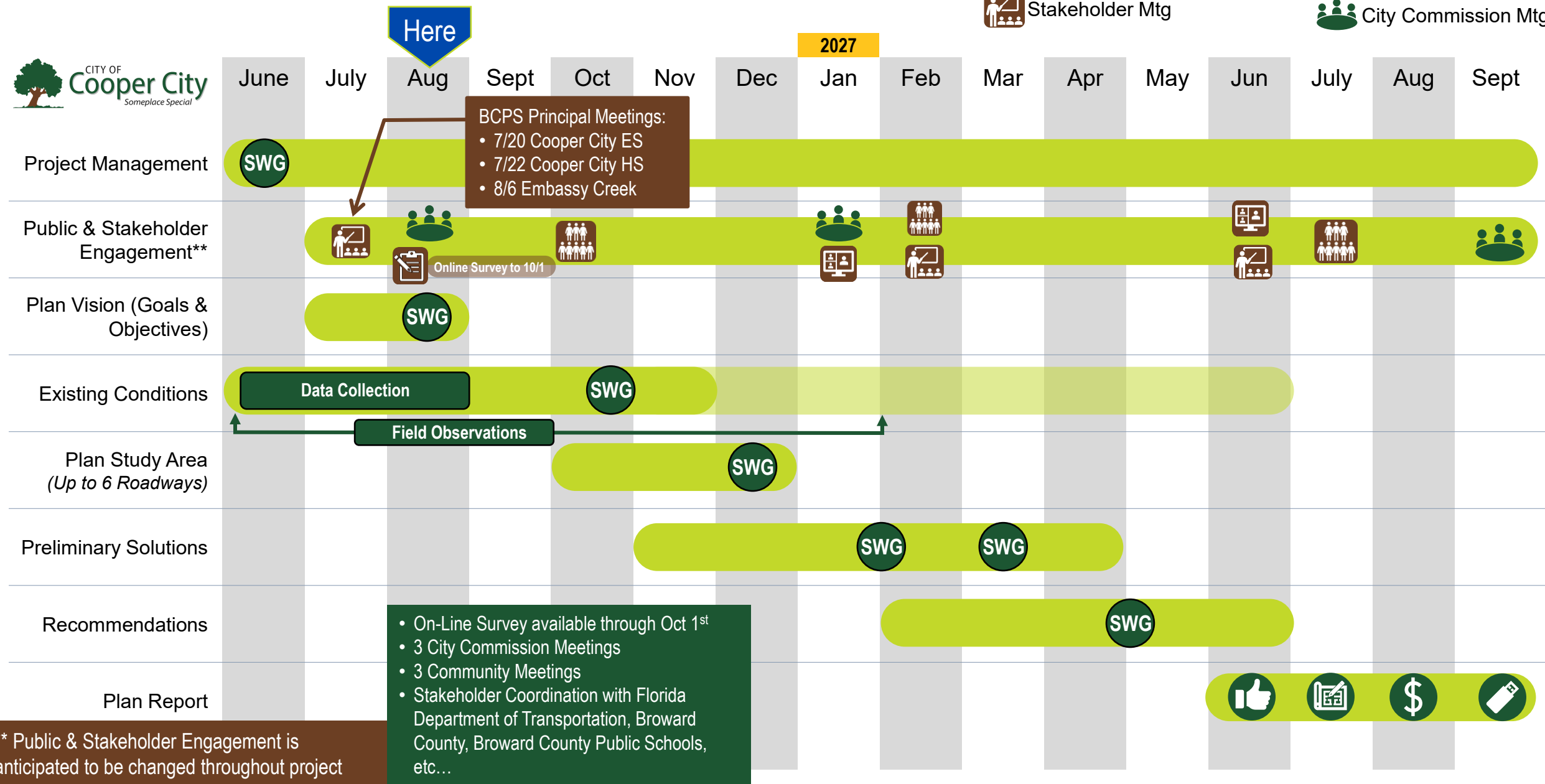
Planning Level / Conceptual Cost Estimates

Item	Cost (\$)
Raised Bicycle Lane (Both sides of Roadway) [1]	\$3,082,704.24
100 x Bicycle Conflict Markings [2]	\$68,800.67
Rebuild/Upgrade New Vialer Skidways (300 ft South of CP (Belt to NW 10 St))	\$1,522,124.32
Install Hardened Centerline (NW 11 St to Sunrise Blvd)	\$14,148.00
Art Center Lane Median (Near RPR at WCP (Belt to NW 10 St) from Sunrise Blvd to NW 20 St, New RPR at NW 10 St, and New RPR at NW 10 St to NW 10 St, and Central/Decentral Median Approaching Roundabouts	\$687,128.86
Raised Crossings with RPRs (at Blue Ship 2785, NW 22 St, and NW 10 St, and NW 10 St)	\$411,541.85
100 x Slope Crosswalks [2]	\$244,935.08
1 x Install Raised Roundabouts with Curb Extensions/Tightened Radii (NW 11 St)	\$559,878.80
5 x Install Roundabouts with SLP, Raised Crossings, and with Curb Extensions/Tightened Radii at NW 20 St, NW 10 St, NW 10 St, and NW 10 St	\$1,840,970.25
1 x Install Raised Intersections (NW 13 St)	\$138,818.81
2 x Install Supplemental Raised Intersections (NW 14 St and NW 12 St)	\$298,903.62
51 x Extend/Reduce Turning Radii at Each Side Street and Intersection [2]	\$852,904.45
30 x Install Raised Side Street Crossings [4]	\$37,454.45
Intersection Improvements at NW 10 St, Curb Extensions/Tightened Turn Radii, Hardened Centerlines, Blue Benches, and Two-Directional Bicyclist Access [2]	\$72,053.35
Intersection Improvements at NW 10 St, Curb Extensions, Raised Turn Radii, Hardened Centerlines on NW 10 St, Lane Medians [2]	\$4,901.26
Lighting Upgrade existing light poles to LED	\$1,230,966.88
SUBTOTAL	\$9,555,110.61

Item	Percentage	Cost (\$)
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
CB	10%	\$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

Cooper City TMP: Schedule



Cooper City TMP: Online Survey



- 12 Questions
- Available until October 1st

COOPER CITY
TRANSPORTATION
MASTER PLAN

Help us
**DEVELOP BETTER
TRANSPORTATION!**

Your input today shapes
the roads, transit, and
mobility options
of tomorrow.

THE CITY IS PARTNERING WITH THE BROWARD MPO TO CONDUCT THIS MASTER PLAN
WHICH WILL IDENTIFY UP TO SIX PRIORITY ROADWAYS FOR POTENTIAL IMPROVEMENTS:

- PRIORITIZING SAFETY AND COMFORT FOR ALL USERS**
- REFLECTING INPUT FROM THE COMMUNITY**
- POSITIONING PROJECTS TO BE COMPETITIVE FOR FUTURE FUNDING**

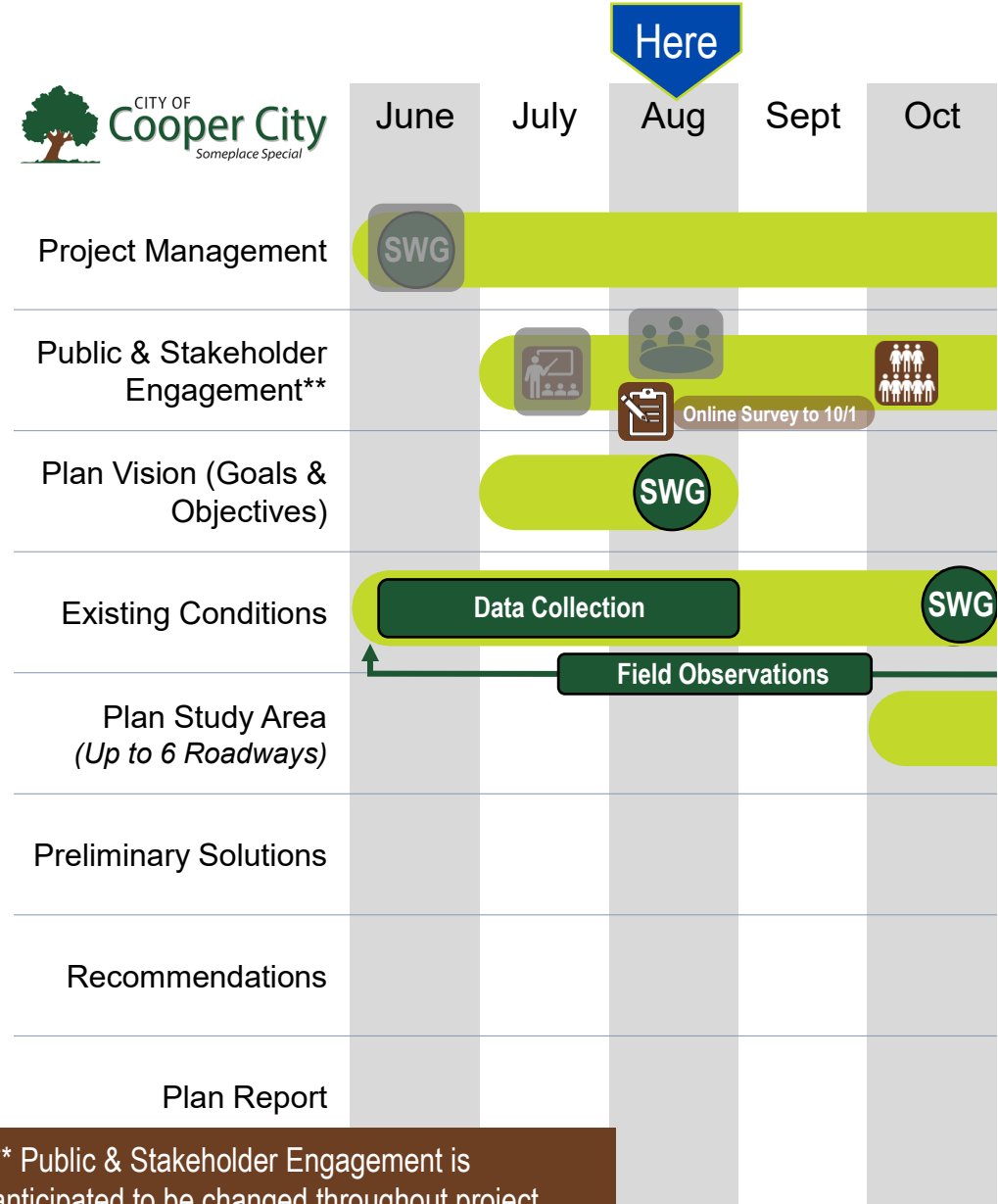
TAKE OUR SURVEY!
Your voice helps build a
transportation system
that works for everyone in
Cooper City.

**SCAN HERE
TO TAKE
THE SURVEY!**

FOR MORE INFORMATION, VISIT
[HTTPS://WWW.BROWARDMPO.ORG/TRANSPORTATION-MASTER-PLANS-TMP/CITY-OF-COOPER-CITY](https://www.browardmpo.org/transportation-master-plans-tmp/city-of-cooper-city)

A row of white icons on a green background representing different modes of transportation: a car, a bus, a bicycle, a pedestrian, and a person in a wheelchair.

Cooper City TMP: Next Steps



Online Survey (available until October 1st)

Community Meeting in October

- *Potential date is week of October 19th*
- Residents will be able to discuss their perspectives, concerns, and priorities for transportation with City and Broward MPO Staff.

SWG Meeting #2: TMP Vision, Goals, and Objectives

SWG Meeting #3: Existing Conditions with Identification of Issues and Opportunities

Continue Field Observations

Thank you

Cooper City
Transportation Master Plan

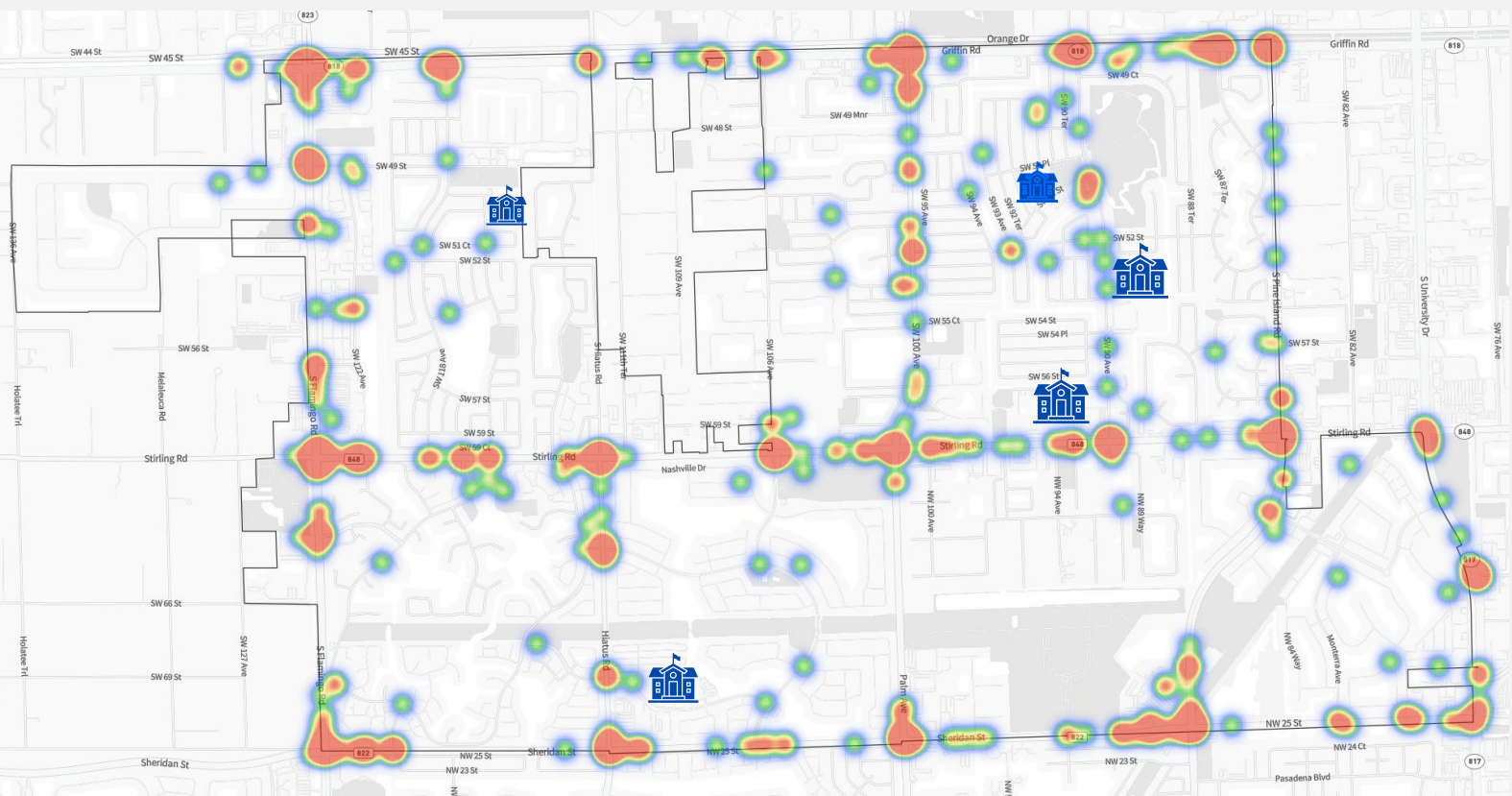


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Contact: Karen Friedman, FriedmanK@BrowardMPO.org

Cooper City TMP: 5-Year Injury Crashes (2020 – 2024)

Injury Crashes – 544* (41 **KSI** Crashes) **number of crashes, not number of people injured in crash (K = Killed / SI = Seriously Injured)*

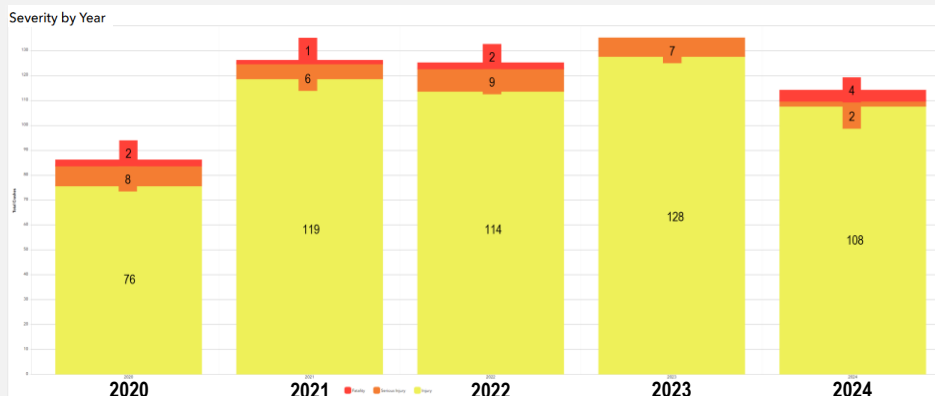


Legend

Highest Concentration of Injury Crashes

Lowest Concentration of Injury Crashes

Broward County Public School



From 2020 to 2021

- 46% increase in total injury crashes (from 86 to 126 crashes).
- However, the proportional severity decreased from 12% (10 KSI) to 6% (7 KSI).

From 2021 to 2023

- traffic volumes statewide returned to pre-pandemic levels.
- Total injury crashes stayed steady.
- 2022 had the highest number of KSI crashes (11), but proportionally this was only 9% (compared to 12% for 2020)

In 2024

- Injury crashes dropped to 114 (16% decrease from 2023).
- However, there were 4 fatal crashes in 2024, the highest of any year.

Cooper City TMP: Field Visit – Cooper City HS (PM)

Tuesday, April 28, 2026 for Afternoon Dismissal / Stirling Rd

<https://browardmpo.maps.arcgis.com/apps/mapviewer/index.html?webmap=e40745cc687e4a238f5b19182dec3716>



Large groups of students cross at signalized mid-block crosswalk; Students do not stay within the marked crosswalk; some students travel east, though most observed travelling WB.



Students crossing in front of cars, on west side of HS



Students riding e-bikes on sidewalk and roadway



On Stirling Rd south sidewalk, a well-worn path leading to shopping center



Cooper City TMP: On-Line Survey

- 12 Questions (9 Substantive Questions)
- Available until October 1st
- Feedback from the Survey will **help inform the Existing Conditions + directly help the City Staff Working Group identify the six priority roadways.**

- Select the transportation mode you most frequently use for daily destinations (school, parks, work, etc..)
- On a daily basis, what are your main reasons for going on a walk?
- How frequently do you ride a bike or scooter?
- Does a member of your household own an e-bike or e-scooter?
- Select up to 3 destinations you would like to be able to walk, bike, or ride a scooter to
- Select your top 3 concerns about transportation in Cooper City
- Select your top 3 concerns about transportation safety in Cooper City
- Select up to 3 Major Roadways you think should be prioritized for safety and walkability improvements?
- Select up to 3 Neighborhood Streets you think should be prioritized for traffic calming improvements?