

4.2 CORRIDOR DESIGN CONCEPT

The concept plan was developed based on design principles that should be carried through to the design phase of the project. These principles are based on Safe System best practices as of the development of this concept plan (2025). Depending on the timing of the design phase and construction, more recent best practice documents should be consulted to determine if modifications from the concept plan should be considered in consultation with FDOT. The following are the general design principles utilized for developing the proposed concept for Stirling Road:

- **Remove Severe Conflicts:** Eliminate the most severe conflicts between road users, such as providing dedicated facilities for each user group or relocating a utility pole.
- **Manage Vehicular Speeds:** Reduce the speed of vehicles to align with the context of the roadway, the hazards, and conflicts between roadway users; includes horizontal and vertical deflection elements.
- **Manage Conflicts in Time:** Where conflicts cannot be removed, can they be separated in time, through signal timing strategies or providing dedicated space for other roadway users.
- **Increase Attentiveness and Awareness:** Where conflicts cannot be removed, increase attentiveness, and improve the visibility between road users and road hazards.
- **Implement Enforcing Features to Slow Traffic:** Similar to managing vehicular speeds, these are roadway features that help enforce the desired speed, like speed feedback signs.

The recommendations developed as part of this project are intended to be implemented in two phases: 1) **Short Term** which will allow the community to enjoy some of the benefits of safety measures immediately, while building enthusiasm and support for more permanent infrastructure; and 2) **Long Term Phase** which will build upon the recommendations implemented in the Short-Term phase to provide a safer, more comfortable street for all users.

The recommendations developed as part of this concept were first presented to Broward MPO, Broward County and the stakeholder agencies for review as outlined in Chapter 3.3. Based on the feedback received from the reviewing agencies, the recommendations were revised and presented to the community for feedback in the final public meeting held on **February 18, 2025**. While there was mixed feedback on certain elements of the plan, most people expressed support for the addition of separated bike facilities and the traffic calming elements along the corridor to slow people driving to provide a safer environment for people walking, biking, and using transit. A preliminary lane repurposing feasibility memo was completed for the eastern portion of corridor and included in **Appendix D**. Based on the feedback received from the community and discussions with Broward County and Broward MPO staff, a revised alternative was developed. **Table 1** and **Table 2** summarize

the recommendations from the revised alternative. Some of the recommendations will require additional study during the design phase and coordination with FDOT to ensure compliance with the latest procedures and standards.

TABLE 1: SHORT TERM RECOMMENDATIONS

The lead agency for all recommendations is FDOT District 4 unless otherwise noted.

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Upgrade existing lighting to LED	Improves visibility and awareness
Corridor-wide	In-lane speed limit markings	Improves awareness
Corridor-wide	Speed Feedback Sign*	Increases awareness, reduces speeds, increases compliance
Corridor-wide	High Visibility Crosswalk Markings	Improves visibility and awareness
Corridor-wide	Signal Back Plates	Improves visibility and awareness
Corridor-wide	Leading Pedestrian Interval	Improves visibility and awareness
Corridor-wide	Signal Timing to Reduce Speeding	Reduces speeding to reduce severe conflicts in time
Compass Way	School Zone Speed Camera*	Reduces speeding. Increases awareness.
SW 3rd Avenue	Dynamic Rail Envelope	Improves visibility and awareness

*Noted recommendations to be led by the City of Dania Beach in collaboration with FDOT District 4.