

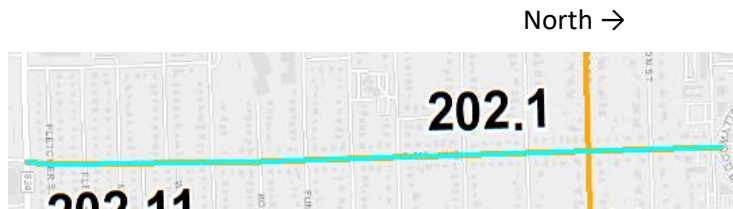
SEGMENT DESCRIPTION

Page 1 of 2

Date: 3/26/2023 (2/6 2024 rev.) **Segment ID No.:** 2.1 (Revised)
STREET: S. 26th Avenue **Traffic Count ID No.:** 2.1.1 - 4
From: Pembroke Road **Jurisdiction:** City
To: Hollywood Boulevard **Functional Class:** Collector
Length: 4,935 feet **Existing TC Devices:** None

Speed Limit: 30 mph **Directional Split:**
Posted: Yes 53/47 NB/SB Split
Existing Daily Volume: 4,965/4,603/3,170/1,283
85th %ile Speed (Avg): 36/36/35/32 (34.8) **Average Speed (Avg):**
Warrant Score: 13/15/12/7 30/29/30/25 (28.4)

Segment Map:



Existing Intersection Controls:

Traffic signals at both north and south ends
4-Way Stop signs at Monroe St and Washington St



Existing Traffic Calming Devices:

No calming devices on this segment.

Typical Segment Image:

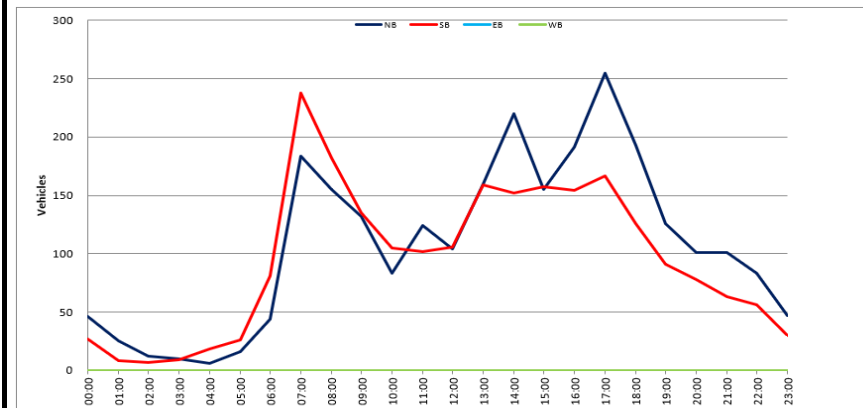
Looking north at midblock between Plunkett St. and Rodman St.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed interest in extending the bounds of an existing study segment to determine the feasibility of installing traffic calming devices.
2. Besides the signalized terminus intersections, the most crashes occurred at Washington St. 4-Way Stop, where there were 25 total crashes with 13 angle and the rest scattered types. It is surmised that traffic is not fully stopping and not yielding ROW properly is leading to angle crashes. Elsewhere, Plunkett, Dewey, Adams and Funston Streets and Fletcher Ct. have 5-7 crashes with most as angle types. These could be attributed in part to excessive speeds. There were 4 bike or ped involved crashes across the corridor.
3. Traffic volumes are fairly balanced in both directions.
4. Traffic speed data south of Monroe St. shows 85th-%ile speeds of 35-36 mph, with 44-50% of traffic over 30 mph, and average speeds of 29-30 mph, near the posted speed limit. In the two block subsegment from Monroe St. north to the circle, the speeds are more moderate at 32 mph for the 85th-%ile, 29-30 mph for the average speed, and 21% over 30 mph. The subsegment is 890 feet, long enough for speeding in its midsection.
5. This street is classified as a collector street, has moderate traffic volumes ranging up to 5,000 vehicle per day, and is a Broward County Transit route over its length. The corridor is constrained by

Prepared by NDS/ATD	
Project #: FL21_140170_017	City: Hollywood
Location: S 26th Ave S/O Mayo St	Date: 5/3/2022



- a 50-foot ROW, street trees, utility poles and driveways, which generally preclude horizontal traffic calming options.
6. After initial review with City staff, it was determined to install several speed tables and upgrade the two school crossings and zones, complemented by two Electronic Speed Feedback (ESFB) signs.

RECOMMENDED ACTION

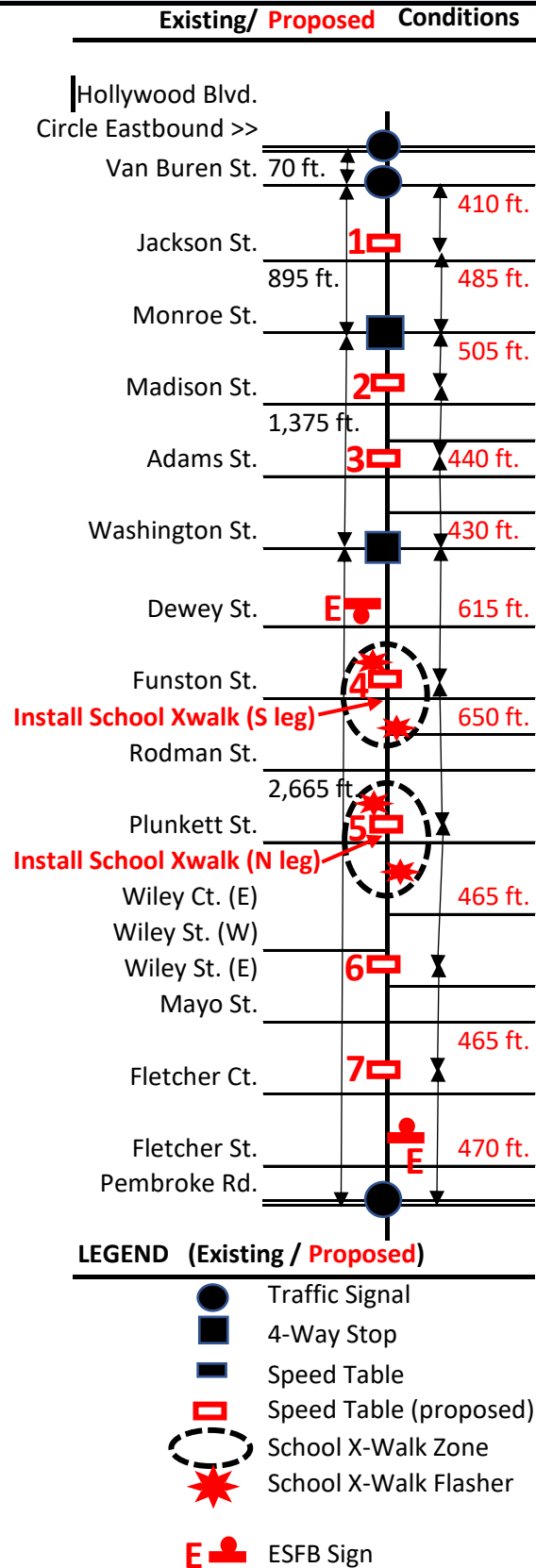
1. Install 7 speed tables and 2 ESFB signs per page 2 of this worksheet.
2. It was found that traffic was marginally complying with the School Speed Zones with crosswalks at Plunkett and Funston St. At both locations, a marked school pedestrian crossing should be installed and flashing beacon assemblies should replace the existing static sign assemblies.

SEGMENT DESCRIPTION

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Date:	3/26/2023 (2/6 2024 rev.)	Segment ID No.:	2.1 (Revised)	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 26th Avenue	Traffic Count ID No	2.1.1 - 4	Posted:	Yes	53/47 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	4,965/4,603/3,170/1,283		
To:	Hollywood Boulevard	Functional Class:	Collector	85th %ile Speed (Avg):	36/36/35/32 (34.8)	Average Speed (Avg):	
Length:	4,935 feet	Existing TC Devices:	None	Warrant Score:	13/15/12/7	30/29/30/25 (28.4)	

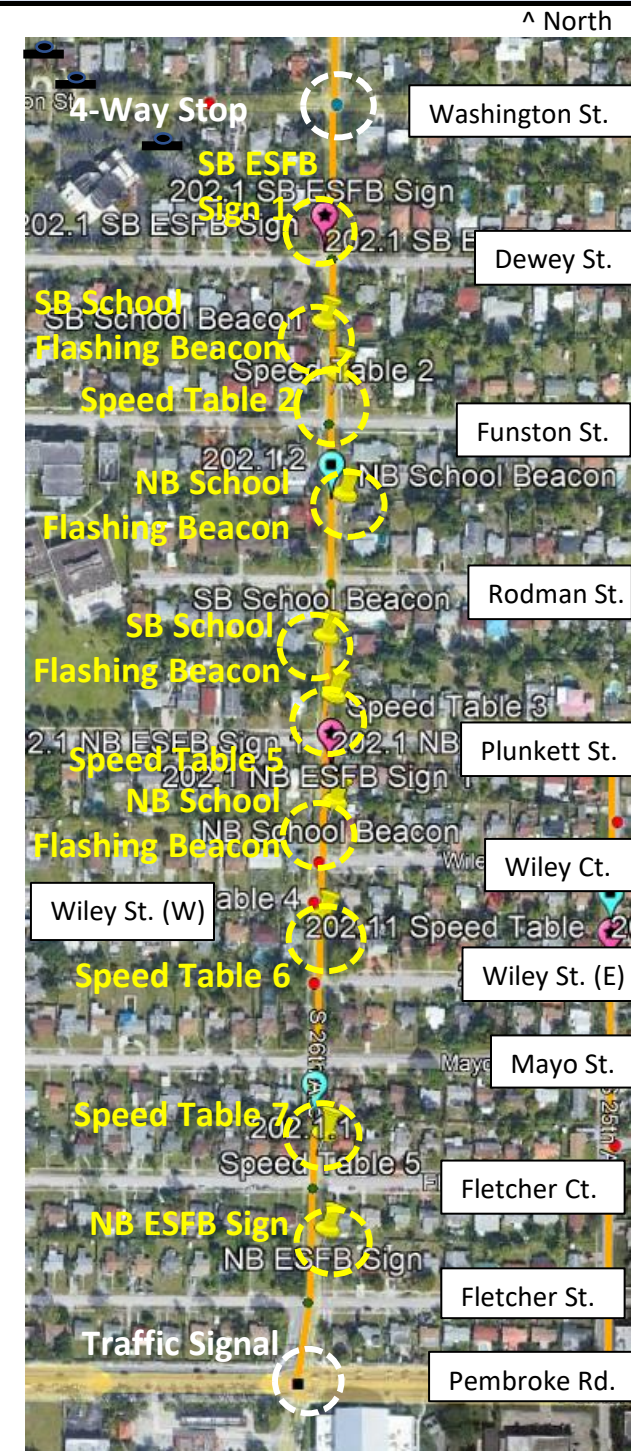
RECOMMENDED ACTION (Continued)



ESFB Sign: Electronic Speed Feedback Sign

NOTE: Unmarked side streets have E-W 2-Way Stop controls.

Centerline: (C/L)



Install new traffic calming devices as listed below:

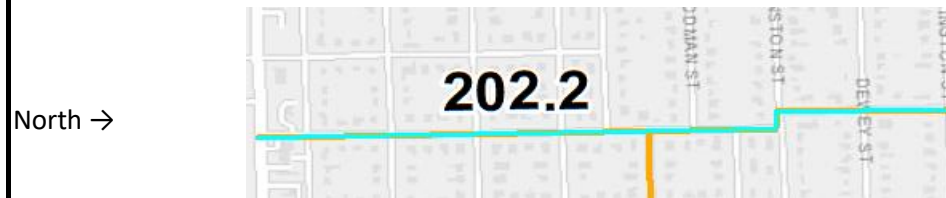
o School Xing Flashing Beacons:	SB - 175 feet north of Plunkett St. (C/L) (replacing static sign assemblies) NB - 115 feet south of Plunkett St. (C/L) SB - 160 feet north of Funston St. (C/L) NB - 160 feet south of Funston St. (C/L)
o Speed Table 1:	50 feet north of Jackson St. (C/L)
o Speed Table 2:	55 feet south of Madison St. (C/L)
o Speed Table 3:	45 feet south of Adams St. (C/L)
o Speed Table 4:	45 feet north of Funston St. (C/L)
o Speed Table 5:	40 feet north of Plunkett St. (C/L)
o Speed Table 6:	75 feet south of Wiley St. West (C/L)
o Speed Table 7:	60 feet north of Fletcher Ct. (C/L)
o NB ESFB Sign:	115 feet north of Fletcher St. (C/L)
o SB ESFB Sign:	30 feet north of Dewey St. (C/L)

SEGMENT DESCRIPTION

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Date: 3/25/2023 (Rev. 2/13/23)	Segment ID No.: 2.2	Speed Limit: 30 mph	Directional Split:
STREET: S. 24th Avenue	Traffic Count ID No. 2.2.1 - 2	Posted: Yes	46/54 NB/SB Split
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 1,280/1,564	
To: Washington Street	Functional Class: Local	85th %ile Speed (Avg): 38/30 (33.8) mph Average Speed (Avg):	
Length: 2,670 feet	Existing TC Devices: None	Warrant Score: 14/7	31/25 (27.9) mph

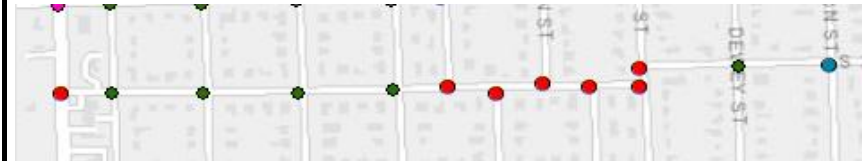
Segment Map:



Existing Intersection Controls:

Stop signs on both North and South end.
Stop signs at both Funston St intersections.

North →



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

North →



Typical Segment Image:

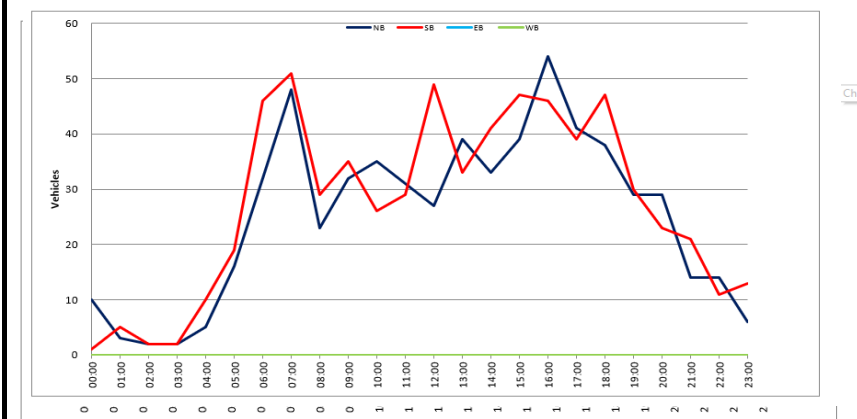
Looking north at midblock near Mayo St.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of vehicles speeding along S. 24th Avenue and requested the implementation of speed tables.
2. The posted speed limit is 30 mph, but the long subsegment shows 85th-%ile speed of 38 mph, with 48-54% of traffic, depending on the day and segment, exceeding 30 mph vs. a nominal target of 15%.
3. The average speed across the long subsegment is 31 mph, over the posted speed limit. 4-8% of traffic exceeded 40 mph.
4. Most of the narrow 50-foot ROW corridor is constrained with street trees, and utility poles.
5. Crash history within the segment shows a few right angles and two pedestrian. High speeds could be a factor.
6. The relatively high warrant score for the long south subsegment is driven by volumes excessive speeds. North subsegment of two blocks has conforming traffic speeds given its relatively short length.
7. Traffic volumes are reasonably balanced northbound and southbound.
8. Upon detailed review, it was determined to propose four speed table installations to further calm traffic speeds as shown on the next page. Subsegment Washington St. to Funston St. had 85th-%ile speed of 30 mph,

Prepared by NDS/ATD
Project #: FL21_140170_021 City: Hollywood
Location: S 24th Ave N/O Wiley St Date: 5/3/2022



matching the posted speed limit, so it was not considered necessary to introduce traffic calming here, given the length of 660 feet.

RECOMMENDED ACTION

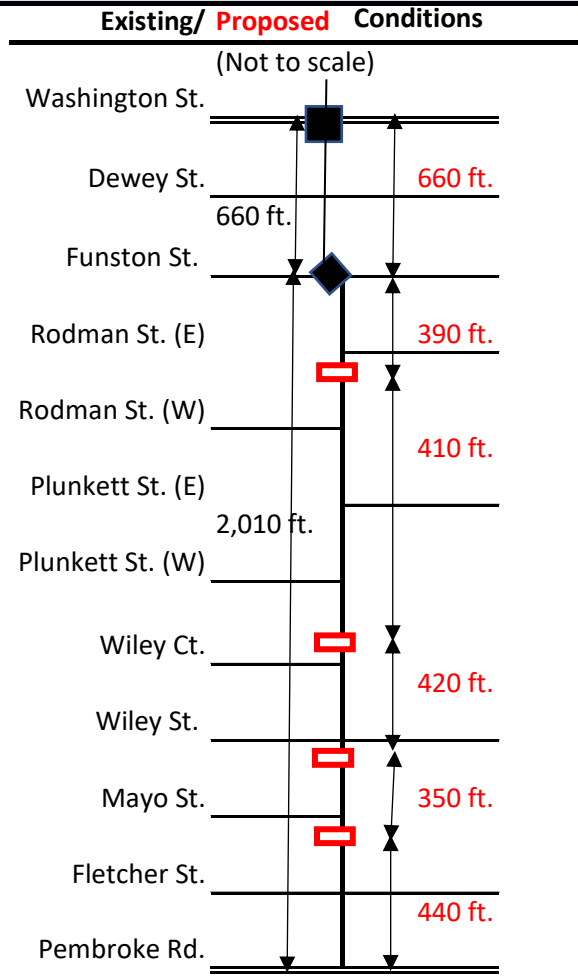
1. Install four new speed tables over the 2,010-foot long Funston St. to Pembroke Rd. subsegment where traffic can flow unimpeded, as described on the next page.

SEGMENT DESCRIPTION

Page 2 of 2

Date:	3/25/2023 (Rev. 2/13/23)	Segment ID No.:	2.2	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 24th Avenue	Traffic Count ID No	2.2.1 - 2	Posted:	Yes	46/54 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	1,280/1,564		
To:	Washington Street	Functional Class:	Local	85th %ile Speed (Avg):	38/30 (33.8) mph	Average Speed (Avg):	
Length:	2,670 feet	Existing TC Devices:	None	Warrant Score:	14/7	31/25 (27.9) mph	

RECOMMENDED ACTION (Continued)



LEGEND

- Traffic Signal
- 4-Way Stop
- 2-Way Stop North-South
- Speed Table
- Speed Table (proposed)

NOTE: Unmarked side streets have E-W 2-Way Stop controls.
Pembroke Rd. has SB Stop sign.
Washington St. has 4-Way Stop sign.
Funston St. has N-S 2-Way Stop control with small E-W offset.

Spacing of traffic calming devices shown in the above schematic.

Install new speed tables as follows:

- o Speed Table 1: 60 feet north of Rodman St. centerline (C/L)
- o Speed Table 2: 45 feet north of Wiley Ct. (W) (C/L)
- o Speed Table 3: 50 feet south of Wiley St. (C/L)
- o Speed Table 4: 70 feet south of Mayo St. (C/L)

SEGMENT DESCRIPTION

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Date: 3/26/2023 (Rev. 2/13/24)	Segment ID No.: 2.3	Speed Limit: 30 mph	Directional Split:
STREET: S. 24th Avenue	Traffic Count ID No.: 2.3.1 - 2	Posted: Yes	53/47 NB/SB Split
From: Washington Street	Jurisdiction: City	Existing Daily Volume: 4,954/7,067	
To: Hollywood Blvd.	Functional Class: Local	85th %ile Speed (Avg): 36/35 (35.5) mph	Average Speed (Avg):
Length: 2,715 feet	Existing TC Devices: None	Warrant Score: 15/13	30/29 (29.5) mph

Segment Map:



Existing Intersection Controls:

Stop sign on south end. Traffic signal on north end and at Van Buren St
North >



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

North >



Typical Segment Image:

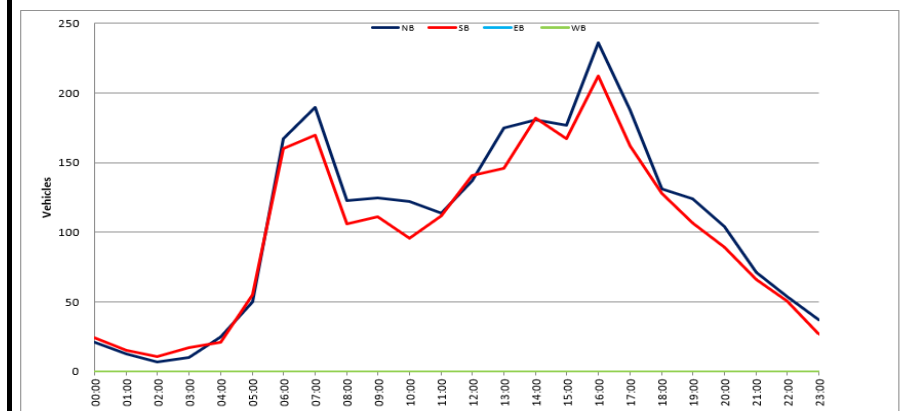
Looking north at midblock near Washington St



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed concern of vehicles speeding along S. 24th Ave. and requested the implementation of speed tables.
2. Besides the signalized terminus intersections, the most crashes occurred at the Van Buren St. traffic signal, with a mix of angle, rear end, off-the-road, and other crash types. It is surmised that excessive speed on both streets is a contributing factor. Elsewhere on the segment is a scattering of angle and other crash types, again partly due to excessive speeds for the conditions.
3. Traffic volumes are fairly balanced in both directions.
4. Traffic speed data at both count locations shows 85th-%ile speeds of 35-36 mph, with 44-50% of traffic over 30 mph, and average speeds of 29-30 mph, near the posted speed limit. Speeds in the south half are slightly higher, with 48-54% over the speed limit and 4-5% exceeding 40 mph, with an average speed of 30 mph. In the north half, 42-43% over the speed limit and 3-4% exceeding 40 mph, with an average speed of 29 mph.
5. This roadway is not a collector street. As is commonplace, street trees, utility poles, street parking, and drives limit horizontal traffic calming features. Speed tables were identified as the most practical means of mitigating the excessive traffic speeds on the segment.

Prepared by NDS/ATD	
Project #: FL21_140170_023	City: Hollywood
Location: S 24th Ave S/O Madison St	Date: 5/3/2022



RECOMMENDATION

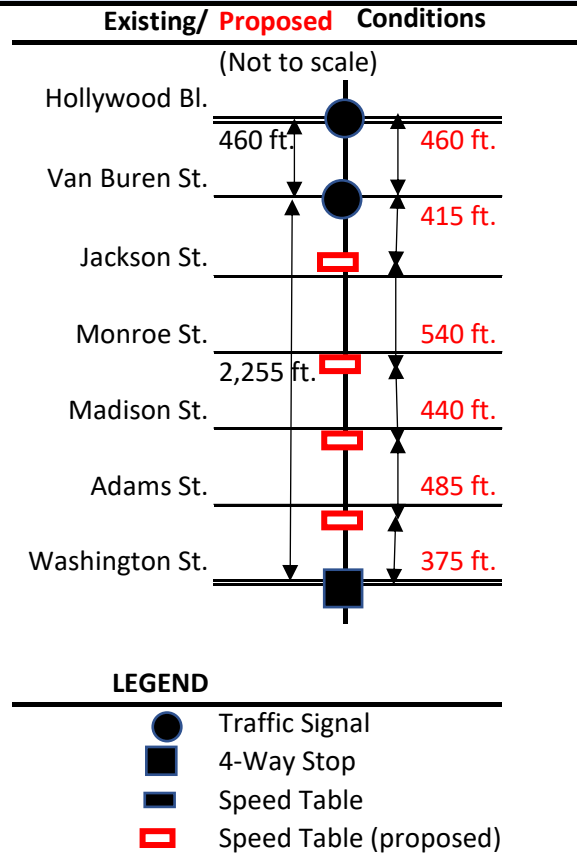
1. Install four new speed tables over this segment where traffic can flow unimpeded, as described on the next page.

SEGMENT DESCRIPTION

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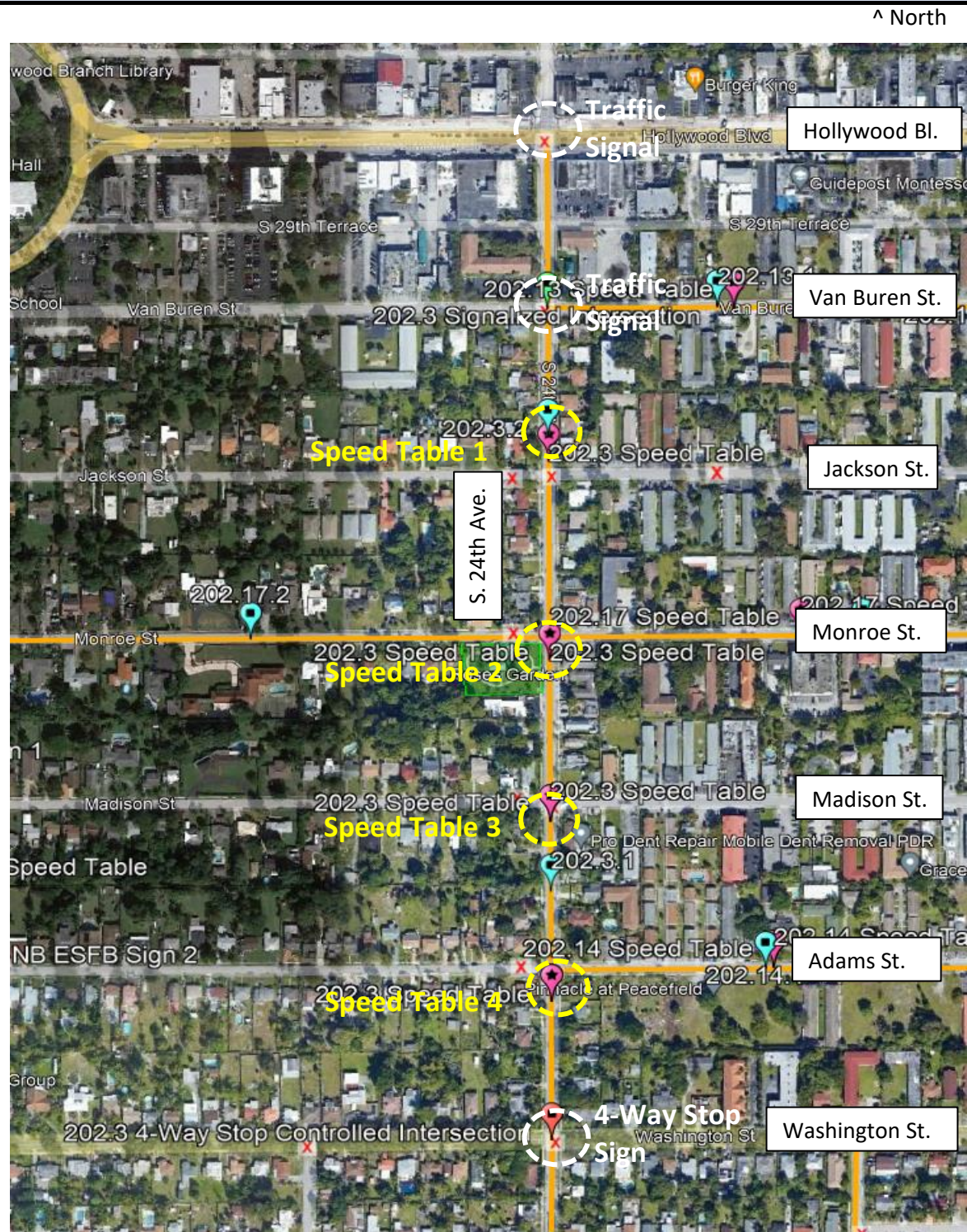
Date:	3/26/2023 (Rev. 2/13/24)	Segment ID No.:	2.3	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 24th Avenue	Traffic Count ID No	2.3.1 - 2	Posted:	Yes.	53/47 NB/SB Split	
From:	Washington Street	Jurisdiction:	City	Existing Daily Volume:	4,954/7,067	Average Speed (Avg):	
To:	Hollywood Blvd.	Functional Class:	Local	85th %ile Speed (Avg):	36/35 (35.5) mph		
Length:	2,715 feet	Existing TC Devices:	None	Warrant Score:	15/13		30/29 (29.5) mph

RECOMMENDED ACTION (Continued)



NOTE: For the east-west streets between Van Buren and Washington Streets:

- o East legs have Stop sign.
- o West legs have a gated dead-end treatment and do not connect to S. 24th Ave.



Install new speed tables as follows:

- o Speed Table 1: 40 feet north of Jackson St. centerline (C/L)
- o Speed Table 2: 60 feet south of Monroe St. (W) (C/L)
- o Speed Table 3: 60 feet south of Madison St. (C/L)
- o Speed Table 4: 80 feet south of Adams St. (C/L)

Resulting spacing of traffic calming devices is shown graphically at the upper left on this page.

SEGMENT DESCRIPTION

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Date: 3/24/2023 (Rev. 2/13/24)	Segment ID No.: 2.4	Speed Limit: 30 mph	Directional Split:
STREET: S. 22nd Court	Traffic Count ID No.: 2.4.1 - 2	Posted: Yes	57/43 NB/SB Split
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 908/883	
To: Washington Street	Functional Class: Local	85th %ile Speed (Avg): 35/36 (35.6) mph	Average Speed (Avg):
Length: 2,675 feet	Existing TC Devices: None	Warrant Score: 9/8	28/28 (28.5) mph

Segment Map:



Existing Intersection Controls:

Stop signs on north and south ends.
East-west streets have Stop Signs at S. 22nd Ct.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.



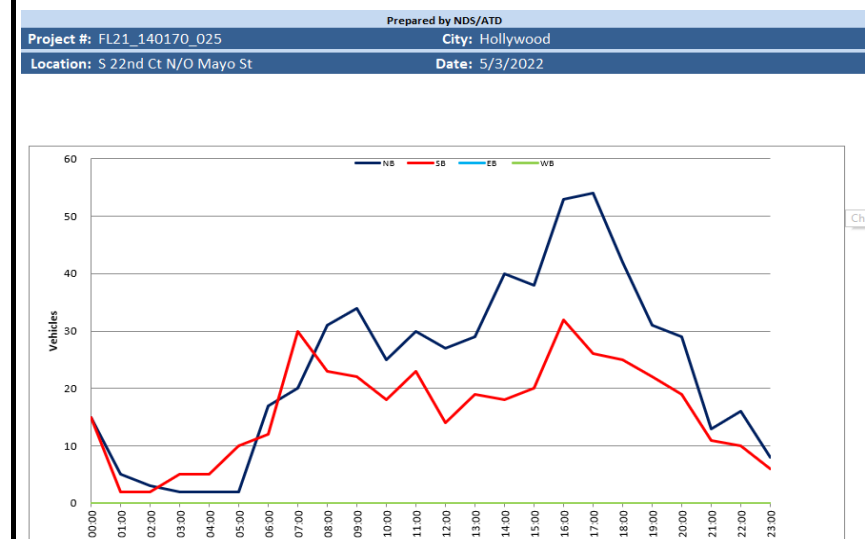
Typical Segment Image:

Looking north at midblock near Fletcher St



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed concern of vehicles speeding along S. 22nd Court. A Speed Radar Trailer was deployed and determined the majority of vehicles were travelling 22.2 MPH, despite some travelling over 70 mph. The citizen expressed interest in speed bumps being installed.
2. The posted speed limit is 30 mph, but both field counts all consistently show 85th-%ile speeds of 35-36 mph, with 38-45% of traffic, depending on the day and segment, exceeding 30 mph vs. a nominal target of 15%.
3. The average speed across both counts is 30 mph, the posted speed limit. Across the days of the two counts, 3-8% of traffic exceeded 40 mph.
4. Most of the narrow 50-foot ROW corridor is constrained with street trees, and utility poles.
5. Review of crash history shows a variety of crash types but not a high rate of angle crashes at intersections.
6. The warrant scores of 8-9 were driven by the traffic volumes and excessive speeds.
7. Traffic volumes are biased somewhat towards northbound.
8. Upon detailed review, it was determined to propose five speed table installations to further calm traffic speeds as shown on the next page.



RECOMMENDED ACTION

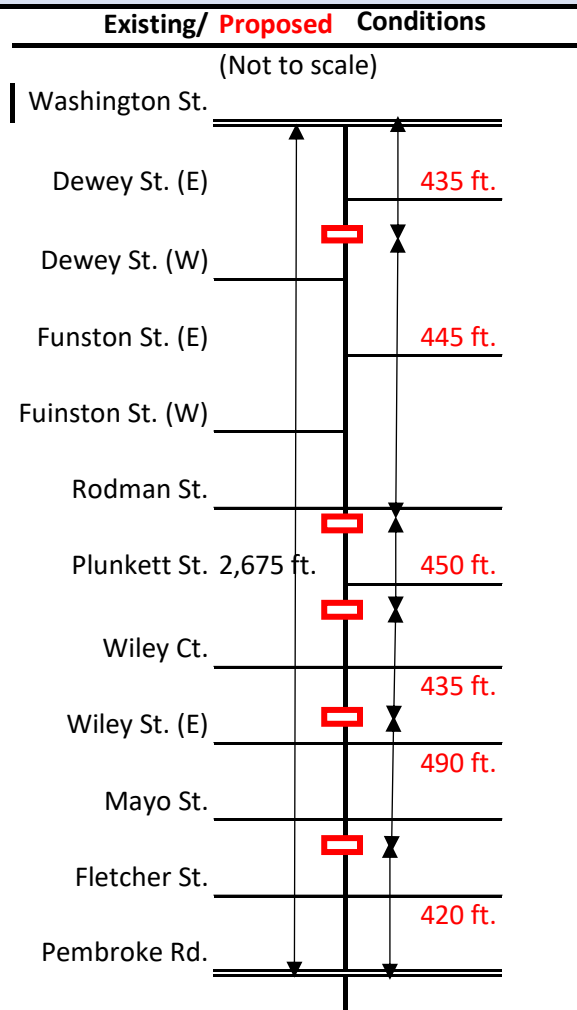
1. Install five new speed tables over this 1/2-mile long segment where traffic can flow unimpeded, as described on the next page.

SEGMENT DESCRIPTION

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Date:	3/24/2023 (Rev. 2/13/24)	Segment ID No.:	202.5	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 22nd Court	Traffic Count ID No	2.5.1 - 2	Posted:	Yes	63/37 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	1981/2014		
To:	Washington Street	Functional Class:	Local	85th %ile Speed (Avg):	37/37 (37.3) mph	Average Speed (Avg):	
Length:	2,675 feet	Existing TC Devices:	None	Warrant Score:	12/14	30/30 (29.8) mph	

RECOMMENDED ACTION (Continued)



LEGEND

- Traffic Signal
- 4-Way Stop
- Speed Table
- Speed Table (proposed)

NOTE: Unmarked side streets have E-W 2-Way Stop controls.
Pembroke Rd. has SB Stop sign.
Washington St. has NB Stop sign.



Install new speed tables as follows:

- o Speed Table 1: 70 feet north of Funston St. € centerline (C/L)
- o Speed Table 2: 50 feet south of Rodman St. (W) (C/L)
- o Speed Table 3: 155 feet south of Plunkett St. (C/L)
- o Speed Table 4: 50 feet north of Wiley St. (C/L)
- o Speed Table 5: 85 feet south of Mayo St. (C/L)

SEGMENT DESCRIPTION

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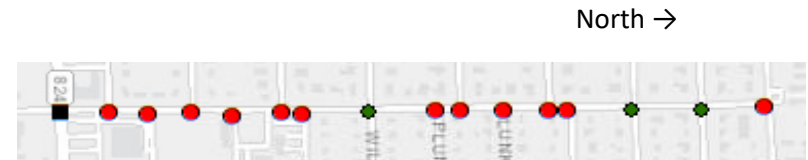
Date: 3/24/2023 (Rev. 2/13/24)	Segment ID No.: 202.5	Speed Limit: 30 mph	Directional Split:
STREET: S. 22nd Avenue	Traffic Count ID No. 2.5.1 - 2	Posted: Yes	63/37 NB/SB Split
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 1,981/2,014	
To: Washington Street	Functional Class: Local	85th %ile Speed (Avg): 37/37 (37.3) mph	Average Speed (Avg):
Length: 2,675 feet	Existing TC Devices: None	Warrant Score: 12/14	30/30 (29.8) mph

Segment Map:



Existing Intersection Controls:

Traffic signal on south end, stop sign on north end.



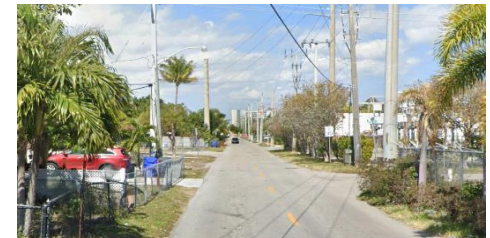
Existing Traffic Calming Devices:

No traffic calming devices on this segment.



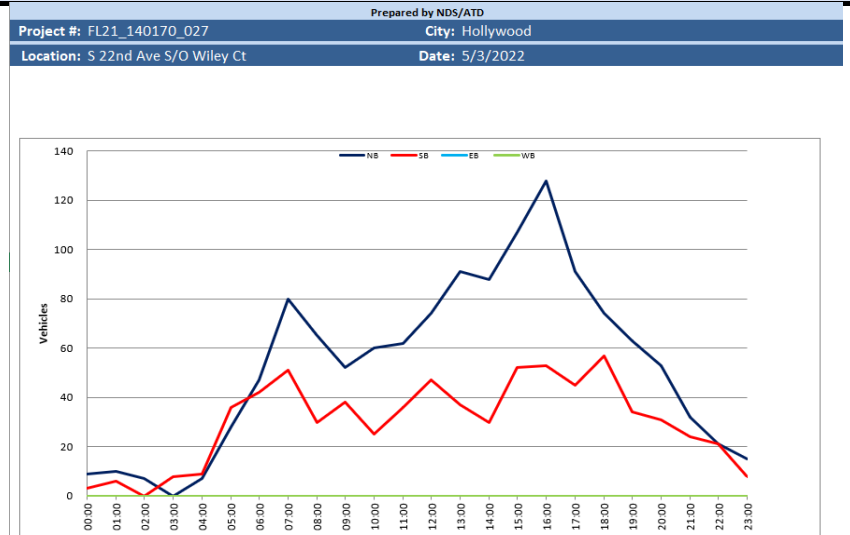
Typical Segment Image:

Looking north at the Fletcher St. intersection.



TRAFFIC CALMING ANALYSIS NOTES

1. No citizen comment available.
2. The posted speed limit is 30 mph, but both field counts all consistently show 85th-ile speeds of 37 mph, with 46-54% of traffic, depending on the day and segment, exceeding 30 mph vs. a nominal target of 15%.
3. The average speed across both counts is 30 mph, the posted speed limit. Across the days of the two counts, about 6-8% of traffic exceeded 40 mph.
4. Most of the narrow 50-foot ROW corridor is constrained with street trees, and utility poles.
5. Review of crash history shows a variety of crash types but not a high rate of angle crashes at intersections.
6. The relatively high warrant scores of 12-14 driven by the traffic volumes and excessive speeds.
7. Traffic volumes are biased 2-to-1 towards northbound.
8. Upon detailed review, it was determined to propose five speed table installations to further calm traffic speeds as shown on the next page.



RECOMMENDED ACTION

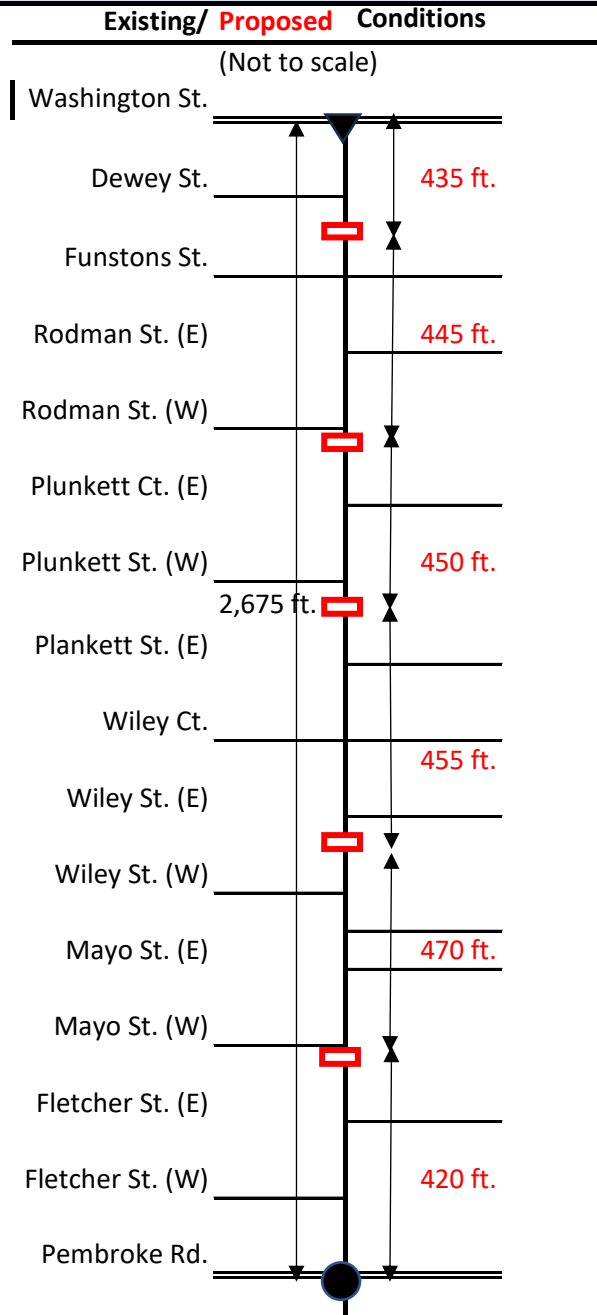
1. Install five new speed tables over this 1/2-mile long segment where traffic can flow unimpeded, as described on the next page.

SEGMENT DESCRIPTION

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Date:	3/24/2023 (Rev. 2/13/24)	Segment ID No.:	202.5	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 22nd Avenue	Traffic Count ID No.:	2.5.1 - 2	Posted:	Yes	63/37 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	1,981/2,014		
To:	Washington Street	Functional Class:	Local	85th %ile Speed (Avg):	37/37 (37.3) mph	Average Speed (Avg):	
Length:	2,675 feet	Existing TC Devices:	None	Warrant Score:	12/14	30/30 (29.8) mph	

RECOMMENDED ACTION (Continued)



LEGEND (Existing/Proposed)

- Traffic Signal
- 4-Way Stop
- Speed Table
- Speed Table (proposed)
- NB Stop Sign

NOTE: Unmarked side streets have E-W 2-Way Stop controls.
Pembroke Rd. has traffic signal.
Washington St. has NB Stop sign.



Install new speed tables as follows:

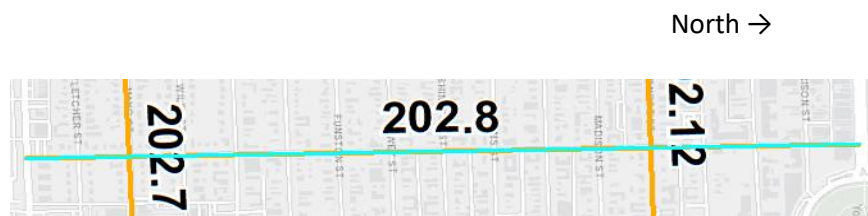
- o Speed Table 1: 70 feet north of Funston St. centerline (C/L)
- o Speed Table 2: 50 feet south of Rodman St. (C/L)
- o Speed Table 3: 75 feet south of Plunkett St. (C/L)
- o Speed Table 4: 30 feet north of Wiley St. (E) (C/L)
- o Speed Table 5: 85 feet south of Mayo St. (C/L)

SEGMENT DESCRIPTION

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Date: 3/23/2023 (Rev. 2/13/24)	Segment ID No.: 2.8	Speed Limit: 25 mph	Directional Split:
STREET: S. 19th Avenue	Traffic Count ID No.: 2.8.1 - 3	Posted: Yes.	51/49 NB/SB Split
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 2,592/2,348/2,795	
To: Hollywood Boulevard	Functional Class: Local	85th %ile Speed: 30/32/26 (29.5) mph	Average Speed (Avg):
Length: 5,365 feet	Existing TC Devices: Yes, speed tables	Warrant Score: 14/15/11	25/26/21 (23.8) mph

Segment Map:



Existing Intersection Controls:

Traffic signal at north end and at Harrison St.
Stop signs at south end, Van Buren St., Monroe St., and Washington St.



Existing Traffic Calming Devices:

Speed table north of Mayo St.
Speed table at midblock between Funston St. and Rodman St



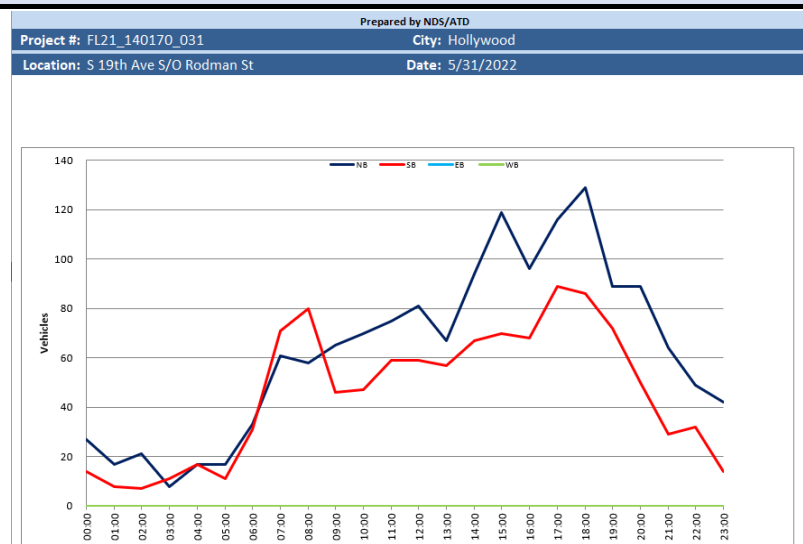
Typical Segment Image:

Looking north from midblock near Fletcher St.



TRAFFIC CALMING ANALYSIS NOTES

1. No Citizen Comment.
2. The posted speed limit is 25 mph, but the three field counts all consistently show 85th-%ile speeds of 26 -32 mph, with up to 50-60%, depending on the day and segment, exceeding 25 mph vs. a nominal target of 15%.
3. The average speed across all the counts is 24 mph, nearly the posted speed limit. Most of the corridor is constrained with street trees, utility poles, and parked cars, all lessening sight distance to a degree.
4. It is considered that the excessive speed for field conditions contributes to the crash history in the corridor.
5. The relatively high warrant scores of 14/15/11 driven by the traffic volumes and excessive speeds.
6. Our starting point on these reviews is to look at the existing intersection traffic controls that would affect speed on the segment, as well as any traffic calming devices currently in place as shown below.
7. This review points to sections of the segment where traffic flow is mostly impeded. The north section of the corridor is relatively constrained by two traffic signals and two 4-Way Stop controls from Monroe St. northward. There is a large "gap" in the middle of the corridor and several moderate gaps as well. The narrow right-of-way, on-street parking, and street trees limit the traffic calming options that can be considered, essentially vertical traffic calming like the existing speed tables.
8. Upon detailed review, it was determined to propose six additional speed table installations to further calm traffic speeds as shown on the next page



TRAFFIC CALMING ANALYSIS NOTES

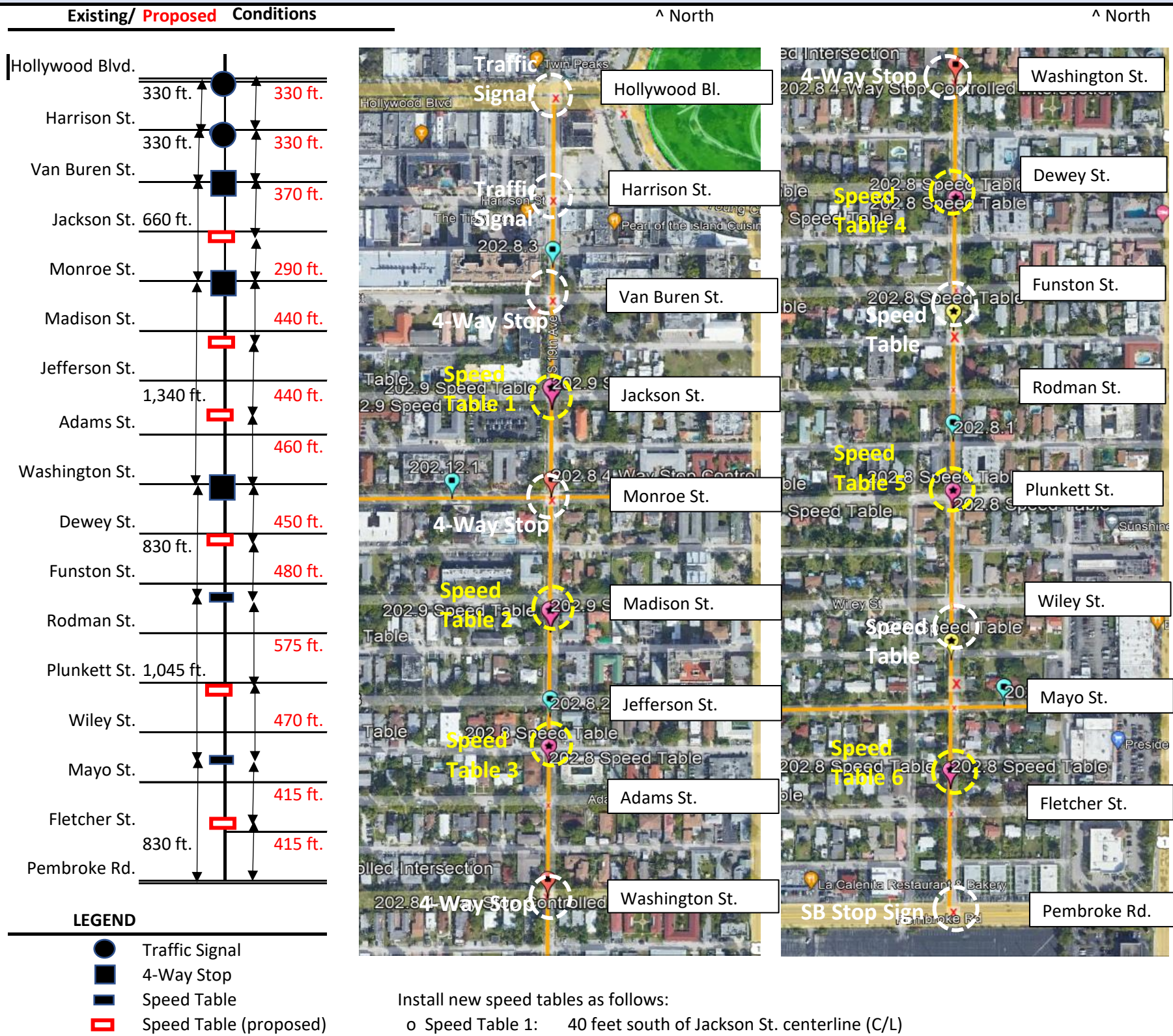
1. Install six new speed tables as described on the next page.
2. Install new 25 MPH Speed Limit sign on SW corner at Washington St. for southbound direction to reinforce speed limit.
3. Install new 25 MPH Speed Limit sign on NW corner at Washington St. for northbound direction to reinforce speed limit.
4. There is an existing 30 MPH Speed Limit sign just south of Hollywood Bl. No similar sign exists one block west on S. 20th Ave. City should verify if the 30 MPH Speed Limit sign is valid. If not, remove or replace with 25 MPH Speed Limit sign.

SEGMENT DESCRIPTION

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Date:	3/23/2023 (Rev. 2/13/24)	Segment ID No.:	2.8	Speed Limit:	25 mph	Directional Split:	
STREET:	S. 19th Avenue	Traffic Count ID No.:	2.8.1 - 3	Posted:	Yes.	51/49 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	2,592/2,348/2,795	Average Speed (Avg):	
To:	Hollywood Boulevard	Functional Class:	Local	85th %ile Speed (Avg):	30/32/26 (29.5) mph		
Length:	5,365 feet	Existing TC Devices:	Yes, speed tables	Warrant Score:	14/15/11		25/26/21 (23.8) mph

RECOMMENDED ACTION (Continued)

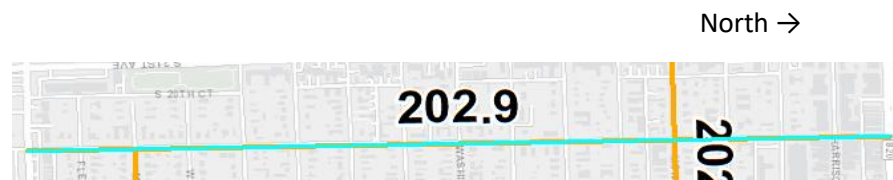


NOTE: Unmarked side streets have E-W 2-Way Stop controls.
Pembroke Rd. has SB Stop sign.

SEGMENT DESCRIPTION

Date: 3/14/2023 (Rev. 2/13/24)	Segment ID No.: 2.9	Speed Limit: 25 mph	Directional Split:
STREET: S. 20th Avenue	Traffic Count ID No.: 2.9.1 - 4	Posted: Yes	44/56 NB/SB Split
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 1,863/2,163/2,584/2,877 mph	
To: Hollywood Boulevard	Functional Class: Local	85th %ile Speed (Avg): 30/32/32/30 (31) mph	Average Speed (Avg):
Length: 5,365 feet	Existing TC Devices: None	Warrant Score: 10/13/17/15	25/26/26/24 (25.2)

Segment Map:



Existing Intersection Controls:

Traffic signal at north end and at Harrison St.
Stop signs at south end; 4-Way Stops at Van Buren St., Monroe St., and Washington St. E-W streets have Stop signs at S. 20th Ave.



Existing Traffic Calming Devices:

Speed Tables near Mayo St.
Speed Table at midblock between Funston St and Rodman St



Typical Segment Image:

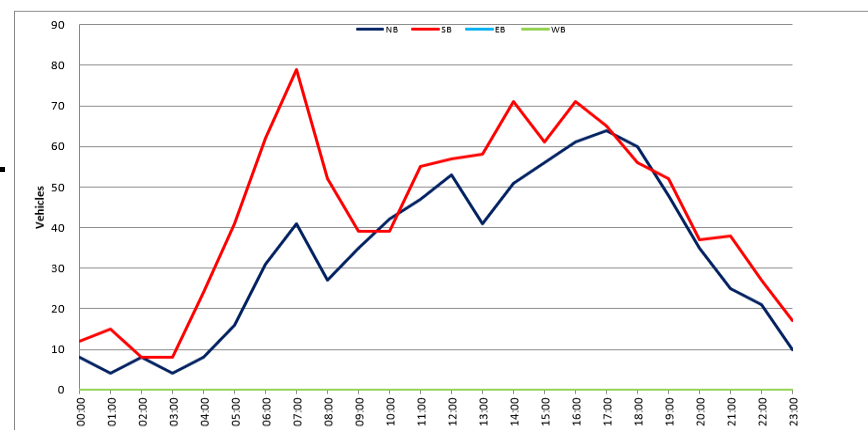
Looking north at midblock between Fletcher St and Mayo St.



TRAFFIC CALMING ANALYSIS NOTES

1. No Citizen Comment.
2. The posted speed limit is 25 mph, but the four field counts all consistently show 85th-ile speeds of 30-32 mph, with 46-69% of traffic, depending on the day and segment, exceeding 25 mph vs. a nominal target of 15%.
3. The average speed across all the counts is 25 mph, the posted speed limit. Most of the corridor is constrained with street trees, utility poles and parked cars, all lessening sight distance to a degree.
4. It is considered that the excessive speed for field conditions contributes to the crash history in the corridor.
5. The relatively high warrant scores of 13-17 driven by the traffic volumes and excessive speeds.
6. Our starting point on these reviews is to look at the existing intersection traffic controls that would affect speed on the segment, as well as any traffic calming devices currently in place as shown below.
7. This review points to sections of the segment where traffic flow is mostly impeded. The north section of the corridor is relatively constrained by two traffic signals and two 4-Way Stop controls from Monroe St. northward. There is a large "gap" in the middle of the corridor and several moderate gaps as well. The narrow right-of-way, on-street parking, and street trees limit the traffic calming options that can be considered, essentially vertical traffic calming like the existing speed tables.
8. Upon detailed review, it was determined to propose six additional speed table installations to further calm traffic speeds as shown on the next page.

Prepared by NDS/ATD	
Project #: FL21_140170_034	City: Hollywood
Location: S 20th Ave N/O Mayo St	Date: 5/3/2022



RECOMMENDED ACTION

1. Install six new speed tables as described on the next page.
2. Relocate SB 25 MPH Speed Limit sign on SW corner at Jackson St. to the north by about 25 ft. Existing location blocked by palm tree.
3. Install new 25 MPH Speed Limit sign on SW corner at Washington St. for southbound direction to reinforce speed limit.
4. Install new 25 MPH Speed Limit sign on NW corner at Washington St. for northbound direction to reinforce speed limit.

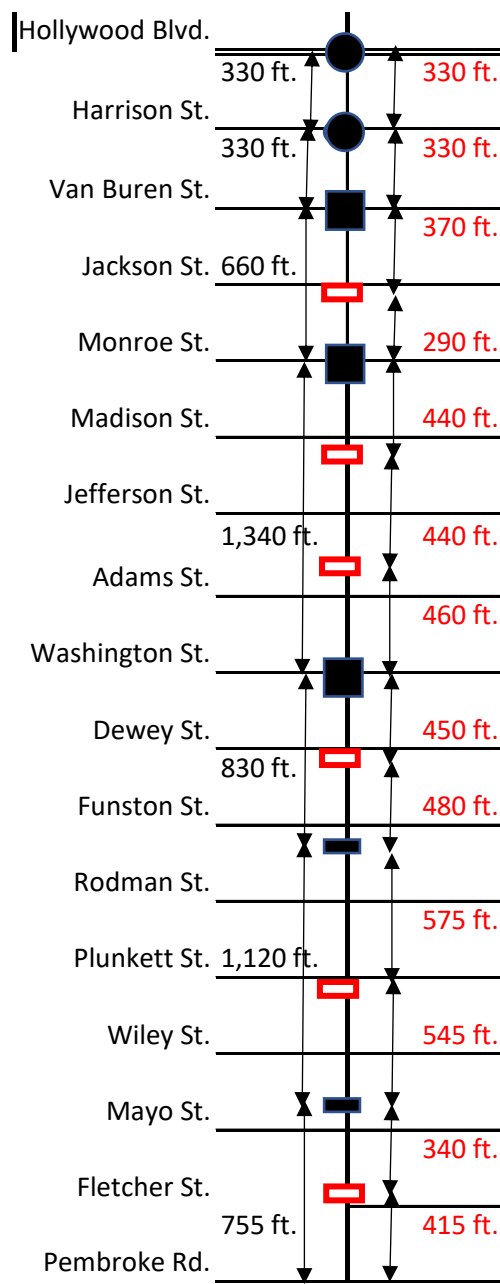
SEGMENT DESCRIPTION

Page 2 of 2

Date:	3/14/2023 (Rev. 2/13/24)	Segment ID No.:	2.9	Speed Limit:	25 mph	Directional Split:	
STREET:	S. 20th Avenue	Traffic Count ID No.:	2.9.1 - 4	Posted:	Yes	44/56 NB/SB Split	
From:	Pembroke Road	Jurisdiction:	City	Existing Daily Volume:	1,863/2,163/2,584/2,877 mph		
To:	Hollywood Boulevard	Functional Class:	Local	85th %ile Speed (Avg):	30/32/32/30 (31)	Average Speed (Avg):	
Length:	5,365 feet	Existing TC Devices:	None	Warrant Score:	10/13/17/15	25/26/26/24 (25.2) mph	

RECOMMENDED ACTION (Continued)

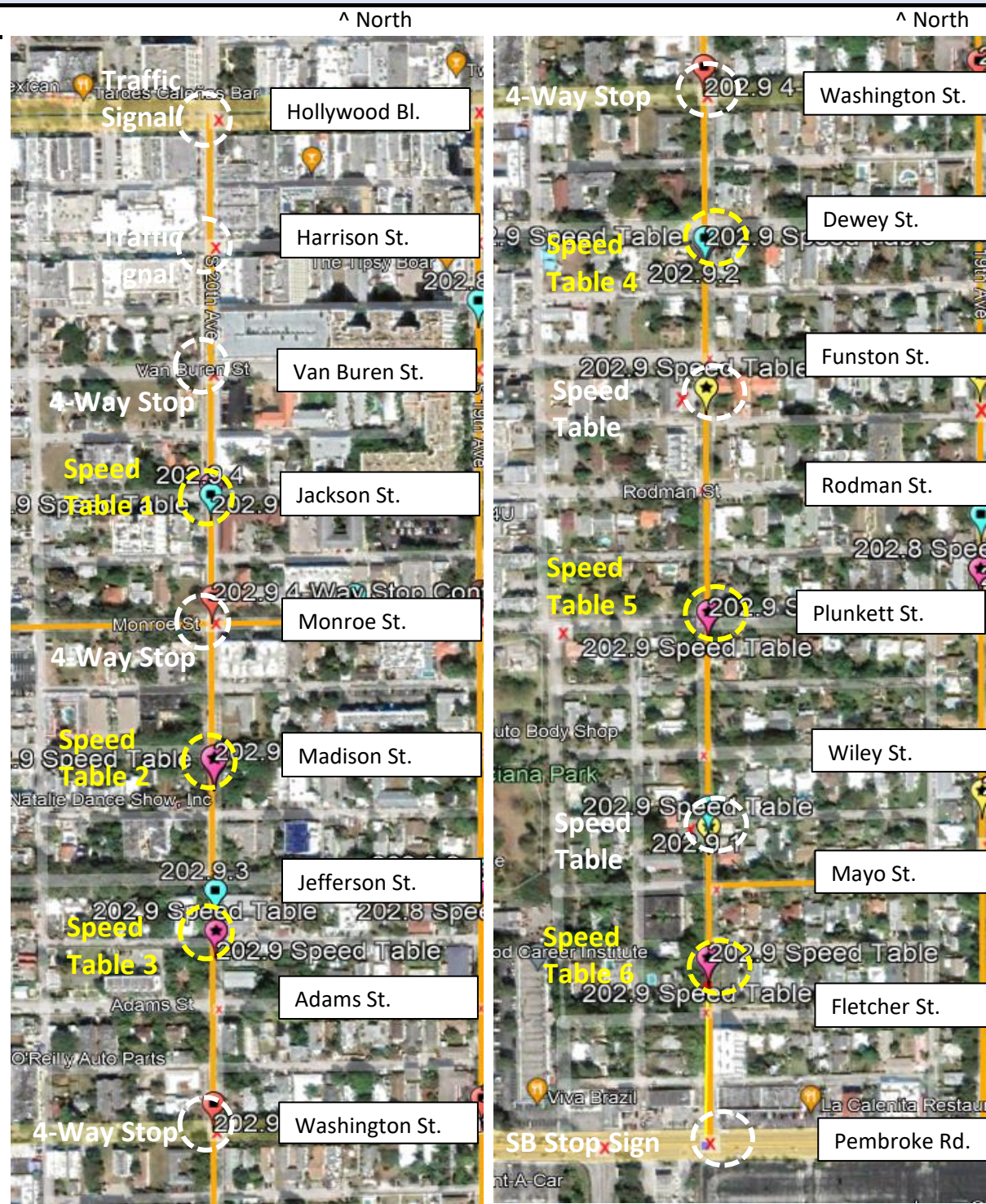
Existing/ **Proposed** Conditions



LEGEND

- Traffic Signal
- 4-Way Stop
- Speed Table
- Speed Table (proposed)

NOTE: Unmarked side streets have E-W 2-Way Stop controls.
Washington St. has NB Stop sign control.
Pembroke Rd. intersection has a SB Stop sign control.



Install new speed tables as follows from north to south:

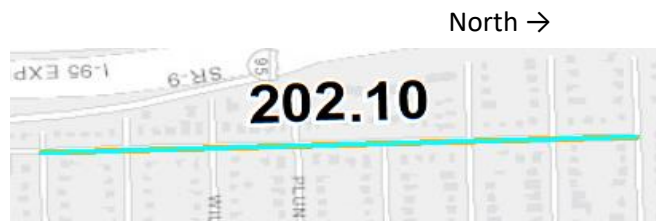
- o Speed Table 1: 40 feet south of Jackson St. centerline (C/L)
- o Speed Table 2: 100 feet south of Madison St. (C/L)
- o Speed Table 3: 125 feet north of Adams St. (C/L)
- o Speed Table 4: 105 feet south of Dewey St. (C/L)
- o Speed Table 5: 45 feet south of Plunkett St. (C/L)
- o Speed Table 6: 80 feet north of Fletcher St. (C/L)

SEGMENT DESCRIPTION

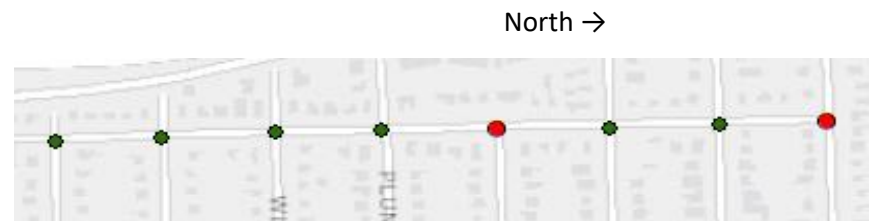
Page 1 of 2

Date: 3/26/2023 (Rev. 2/13/24)	Segment ID No.: 2.10	Speed Limit: 30 mph	Directional Split:
STREET: S. 29th Avenue	Traffic Count ID No.: 2.10.1 - 2	Posted: Yes	40/60 NB/SB Split
From: Fletcher Street	Jurisdiction: City	Existing Daily Volume: 432/445	
To: Washington Street	Functional Class: Local	85th %ile Speed (Avg): 35/33 (34.3) mph	Average Speed (Avg):
Length: 2,320 feet	Existing TC Devices: None	Warrant Score: 10/8	27/25 (26.1) mph

Segment Map:



Existing Intersection Controls:



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

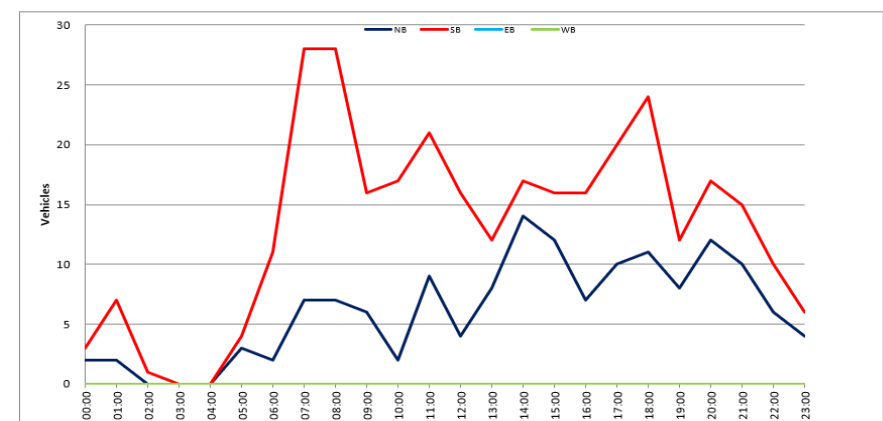
Looking north at midblock near Mayo St.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen reported a crash at the intersection of Plunkett St. and S. 29th Avenue and raised concerns of drivers speeding due to the removal of 4-Way stop signs.
2. Crash history shows 3 angle crashes at Plunkett St. and an "other" type at Rodman St. The west leg at Rodman St. is a driveway that serves an apartment complex of 4 buildings which is a traffic generator. The excessive speeds at count stations to the north and south is a likely contributor to the crashes at Plunkett St.
3. Traffic volumes on the segment are 40% NB and 60% SB.
4. Traffic speed data at both count locations shows 85th-%ile speeds of 33-35 mph, with 25-36% of traffic over 30 mph, and average speeds of 25-27 mph.
5. This roadway is not a collector street. As is commonplace, street trees, utility poles, street parking, and driveways limit horizontal traffic calming features. Speed tables were identified as the most practical means of mitigating the excessive traffic speeds on the segment.

Prepared by NDS/ATD	
Project #: FL21_140170_038	City: Hollywood
Location: S 29th Ave N/O Wiley Ct	Date: 5/3/2022



RECOMMENDED ACTION

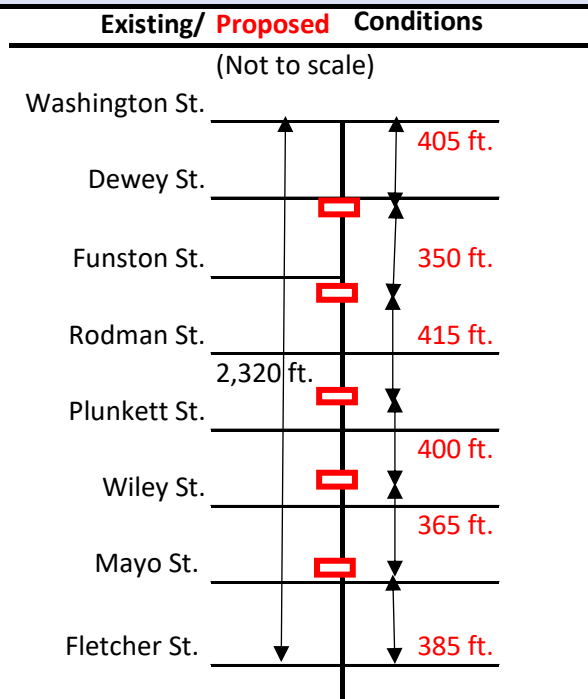
1. Install five new speed tables over this segment where traffic can flow unimpeded, as described on the next page.

SEGMENT DESCRIPTION

Page 2 of 2

Date:	3/26/2023 (Rev. 2/13/24)	Segment ID No.:	2.10	Speed Limit:	30 mph	Directional Split:	
STREET:	S. 29th Avenue	Traffic Count ID No.:	2.10.1 - 2	Posted:	Yes	40/60 NB/SB Split	
From:	Fletcher Street	Jurisdiction:	City	Existing Daily Volume:	432/445		
To:	Washington Street	Functional Class:	Local	85th %ile Speed (Avg):	35/33 (34.3) mph	Average Speed (Avg):	
Length:	2,320 feet	Existing TC Devices:	None	Warrant Score:	10/8	27/25 (26.1) mph	

RECOMMENDED ACTION (Continued)



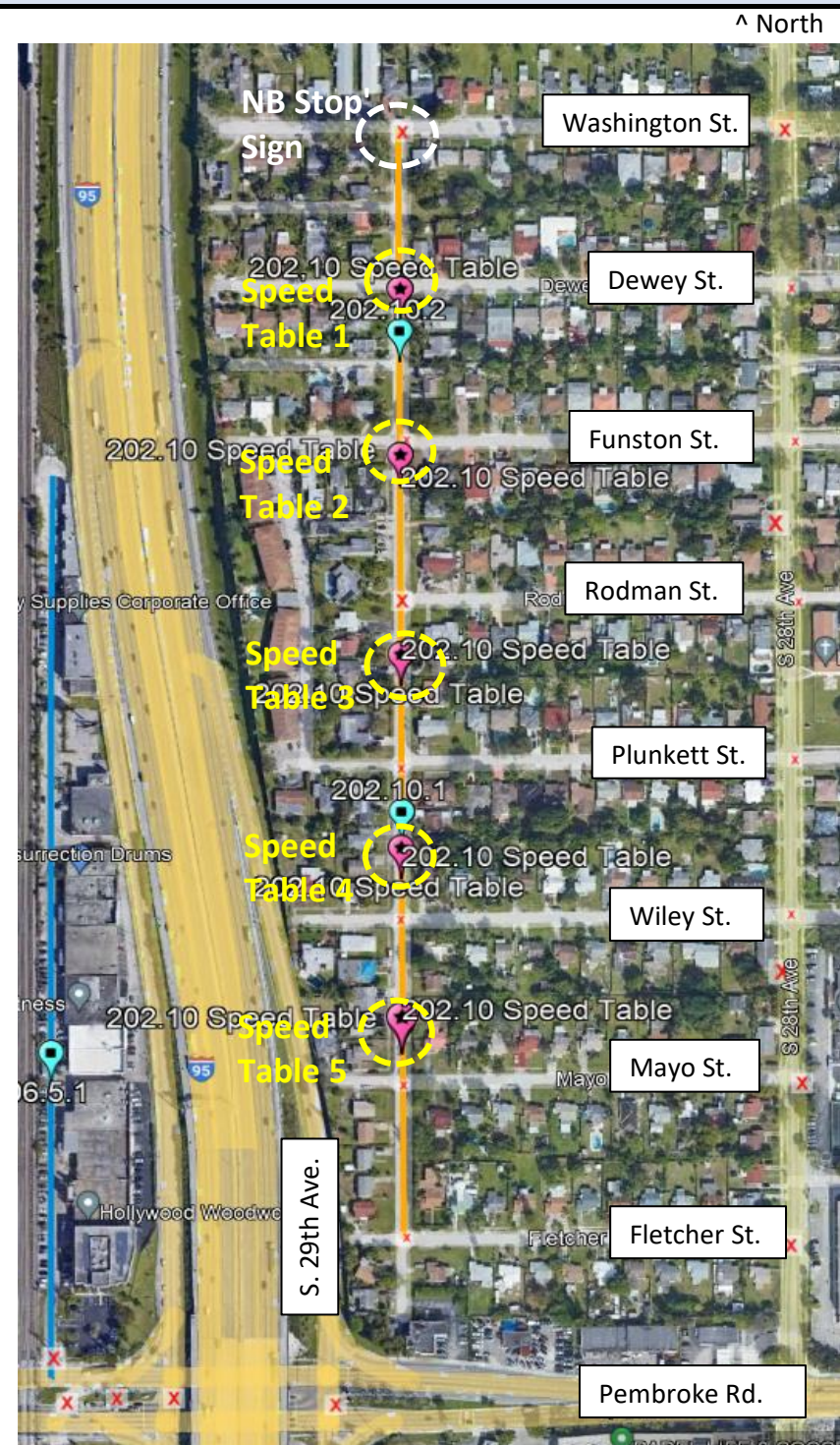
LEGEND

- Traffic Signal
- 4-Way Stop
- Speed Table
- Speed Table (proposed)

NOTE: For the east-west streets between Van Buren and Washington Streets:

- o East legs have Stop sign.
- o North end has NB Stop sign.

C/L - Centerline



Install new speed tables as follows:

- o Speed Table 1: 75 feet south of Dewey St. centerline (C/L)
- o Speed Table 2: 95 feet south of Funston St. (C/L)
- o Speed Table 3: 160 feet north of Plunkett St. (C/L)
- o Speed Table 4: 65 feet north of Wiley St. (C/L)
- o Speed Table 5: 55 feet north of Mayo St. (C/L)

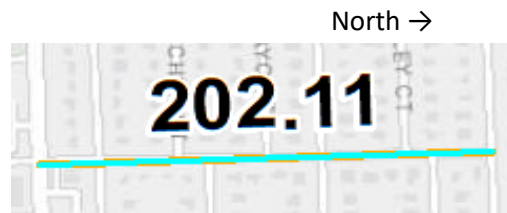
Resulting spacing of traffic calming devices is shown graphically at the upper left on this page.

SEGMENT DESCRIPTION

Page 1 of 1

Date: 3/25/2023 (Rev. 2/13/24)	Segment ID No.: 2.11	Speed Limit: 30 mph	Directional Split: 65/35 NB/SB Split
STREET: S. 25th Avenue	Traffic Count ID No.: 2.11.1 - 1	Posted: Yes	
From: Pembroke Road	Jurisdiction: City	Existing Daily Volume: 403	
To: Plunkett Street	Functional Class: Local	85th %ile Speed (Avg): 33 (32.6) mph	Average Speed (Avg): 25 (24.9) mph
Length: 1,335 feet	Existing TC Devices: None	Warrant Score: 7	

Segment Map:



Existing Intersection Controls:



Existing Traffic Calming Devices:

No traffic calming devices on this segment.



Typical Segment Image:

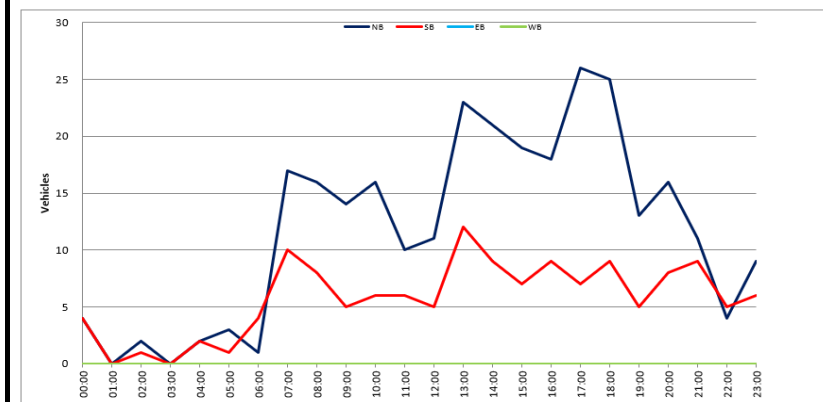
Looking north at midblock between Fletcher St. and Fletcher Ct.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of motorcyclists frequently speeding and driving unsafely.
2. The posted speed limit is 30 mph, but the field count shows the 85th-%ile speed at 32.6 mph, with 20-26% of traffic, depending on the day, exceeding 30 mph vs. a nominal target of 15%.
3. The average speed is 25 mph, the posted speed limit. Across the days of the count, 2-4% of traffic exceeded 40 mph.
4. Most of the narrow 50-foot ROW corridor is constrained with street trees, and utility poles.
5. Review of crash history shows a few varied crash types but not a high rate of angle crashes at intersections.
6. The low warrant score is a combination of elevated speed and other factors.
7. Traffic volumes are biased 2-to-1 towards northbound.
8. Upon detailed review, it was determined to propose two speed tables.

Project #: FL21_140170_040	City: Hollywood
Location: S 25th Ave S/O Wiley Ct	Date: 5/3/2022



RECOMMENDED ACTION

1. Install two new speed tables per list and map below.
2. Check vegetation on southeast corner at Plunkett St. that may be blocking the NB Stop sign.
3. Consider installing an MUTCD W1-7 (horizontal double-headed arrow) on the north side of the north intersection. Field condition does not make the terminus fully apparent to NB traffic.
4. Resulting spacing:

Plunkett St. centerline (C/L) to Speed Table 1:	420 feet
Speed Table 1 to Speed Table 2:	450 feet
Speed Table 2 to Pembroke Rd. C/L:	465 feet



Install new speed tables as follows:

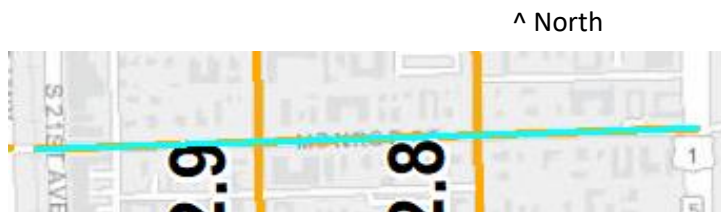
- o Speed Table 1:
75 feet north of Wiley St. C/L
- o Speed Table 2:
45 feet south of Fletcher Ct. C/L



SEGMENT DESCRIPTION

Date: 4/7/2023 (Rev. 2/13/24)	Segment ID No.: 2.12	Speed Limit: 25 mph	Directional Split:
STREET: Monroe Street	Traffic Count ID No. 2.12.1 - 1	Posted: Yes	64/36 EB/WB Split
From: Dixie Hwy.	Jurisdiction: City	Existing Daily Volume: 4,152	
To: US 1	Functional Class: Local	85th %ile Speed (Avg): 30 (29.6) mph	Average Speed (Avg):
Length: 1,915 feet	Existing TC Devices: None	Warrant Score: 15	24 (24.5) mph

Segment Map:



Existing Intersection Controls:

Traffic signals at west and east ends.
4-Way Stop signs at S. 20th Ave. and S. 19th Ave.
Railroad crossing at west end.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

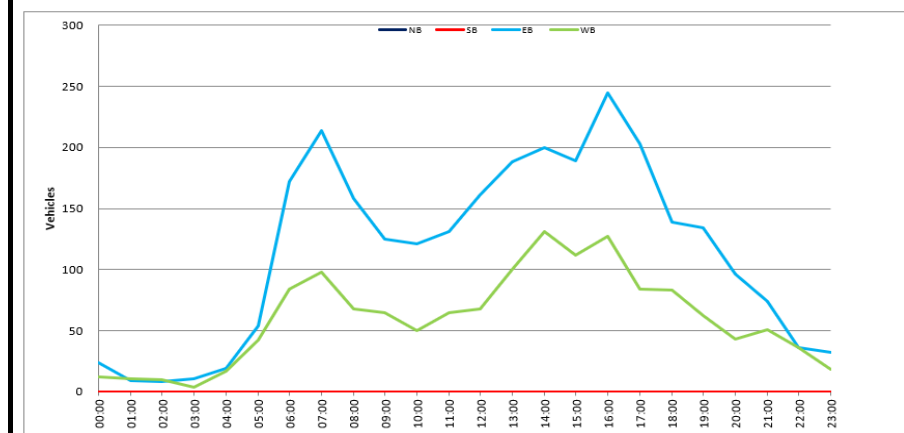
Looking east at midblock between S. 21st Ave. and S. 20th Ave.



TRAFFIC CALMING ANALYSIS NOTES

- No Citizen Comment.
- Crash summary:
 - 11 midblock crashes, sideswipes and parked cars.
 - West end at Dixie Hwy: 21 crashes - 12 right angle, 3 rear end, 4 other, and 2 bike.
 - S. 20th Ave.: 12 crashes - 6 right-angle, rest are scattered types.
 - S. 19th Ave.: 19 crashes - 14 right-angle, rest are scattered types.
 - West end at US 1: 19 crashes - 6 rearend, 4 each right angle and other, 1 bike and 2 ped, and 2 sideswipe.
 - Right angle crashes at all sites likely due to speeding and/or failure to properly yield ROW (running lights and not fully stopping.)
- Traffic volumes are high for a local street classification; EB double WB volume, likely due to the RR Xing at west end.
- Traffic speeds are similar EB and WB. 85th-%ile speed is 30 MPH in a 25 MPH zone. Average speed is nearly the speed limit. Speeds are high for a constrained street setting with on-street parking, numerous drives some with back-out parking, and mature street trees.

Prepared by NDS/ATD
Project #: FL21_140170_041 City: Hollywood
Location: Monroe St W/O S 20th Ave Date: 5/17/2022



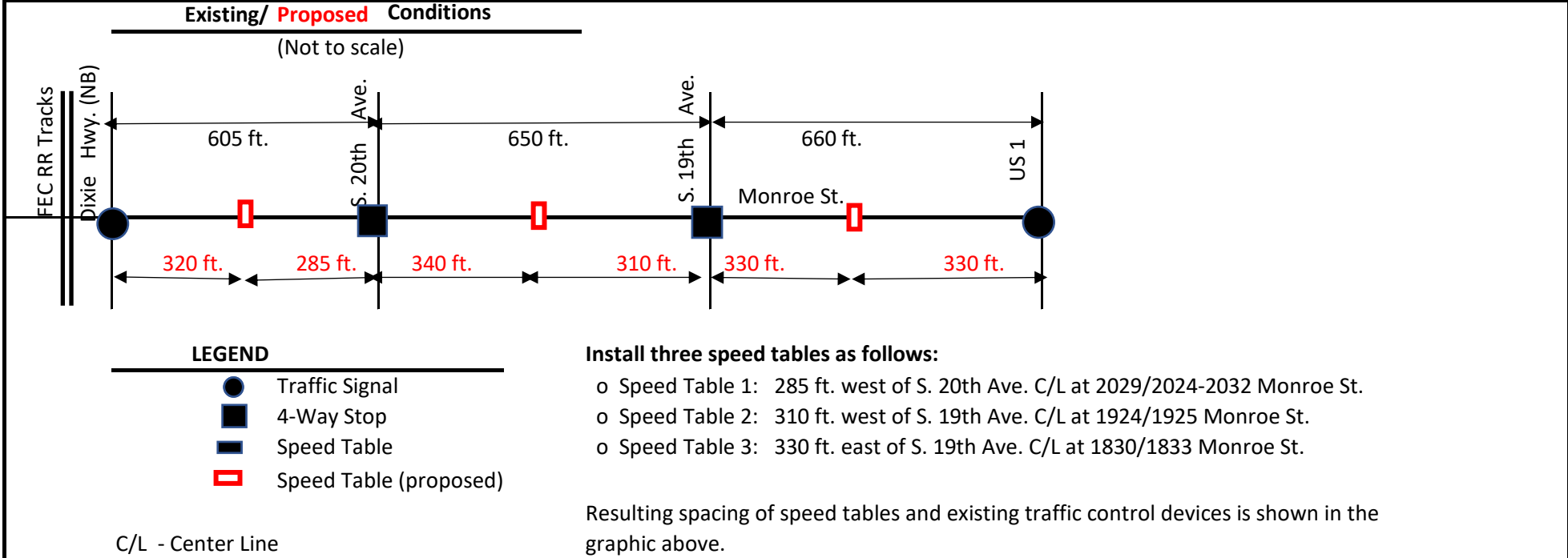
RECOMMENDED ACTION

- Install three speed tables, one each per block near the midpoint, to encourage better speed compliance. While the spacing is at the minimum preferred, no other options appear available. Reduced speeds should help mitigate crashes.

See page 2 of the worksheet for details.

SEGMENT DESCRIPTION				Page 2 of 2	
Date:	4/7/2023 (Rev. 2/13/24)	Segment ID No.:	2.12	Speed Limit:	25 mph
STREET:	Monroe Street	Traffic Count ID No.:	2.12.1 - 1	Posted:	Yes
From:	Dixie Hwy.	Jurisdiction:	City	Existing Daily Volume:	4,152
To:	US 1	Functional Class:	Local	85th %ile Speed (Avg):	30 (29.6) mph
Length:	1,915 feet	Existing TC Devices:	None	Warrant Score:	15
				Directional Split:	64/36 EB/WB Split
				Average Speed (Avg):	24 (24.5) mph

RECOMMENDED ACTION (Continued)



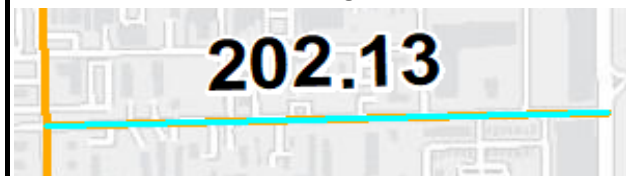
SEGMENT DESCRIPTION

Page 1 of 4

Date: 4/6/2023 (Rev. 2/13/24)	Segment ID No.: 2.13	Speed Limit: 25 mph	Directional Split:
STREET: Van Buren Street	Traffic Count ID No.: 2.13.1 - 1	Posted: Yes	100/0 EB/WB Split
From: S. 26th Avenue	Jurisdiction: City	Existing Daily Volume: 4,595	
To: Dixie Highway	Functional Class: Local	85th %ile Speed (Avg): 38 (37.9) mph	Average Speed (Avg):
Length: 3,300 feet	Existing TC Devices: None	Warrant Score: 20	32 (31.6) mph

Segment Map: NOTE: Original segment length is 1,850 feet. Upon review, it is proposed to include the block to the west, given common issues, as for Segment 202.21.

^ North



Existing Intersection Controls:

Traffic Signals at west and east ends.

Railroad crossing in median at east end.

(Also traffic signal at N. 26th Ave. at the west end of the added block.)



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

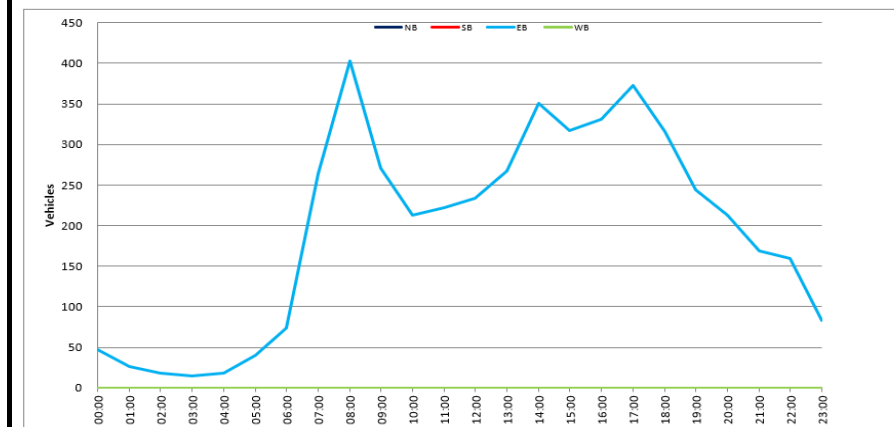
Looking east at midblock between S. 24th Ave. and S. 22nd Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of motorists speeding along Van Buren Street from 24th Avenue to Dixie Hwy. Citizen also reported motorists driving against traffic, endangering pedestrians.
2. Street is classed as local but has collector street level of traffic.
3. Crash summary:
 - o East end at Dixie Hwy: 19 crashes - Only 3 are right angle, perhaps due to speeds on Dixie Hwy. Another 2 are sideswipe, and 3 were other, and 1 bicycle crash. Another 10 are rear-end, likely due to speeds on both intersecting streets.
 - o Midpoint at N. 24th Ave.: 32 crashes at signal: 17 were right-angle, 5 rearend, 4 sideswipe and balance of 5 were other and 1 head-on. With signal control, angle and rearend crashes would appear to be due to speed/failure to comply with proper ROW.
 - o West end at N. 26th Ave./Circle: Only 9 crashes, of mixed types, including rearend and sideswipe types, with 1 head-on and 1 ped crash. Rearend may be due to speeding vs. signal changes.
4. Traffic volumes are high for a local street classification.
5. Traffic speeds are highly elevated at the count location. 85th-%ile speed is 38 mph, with average speed of 32 mph vs. 25 mph posted. At the count, 7.5% of traffic exceeds 40 mph, with 0.5% over 50 mph. The highest recorded speeds were 60-69 mph, with 14 vehicles in that range. This pattern is similar to Segment 202.21 - Polk St. two blocks

Prepared by NDS/ATD
Project #: FL21_140170_042 City: Hollywood
Location: Van Buren St E/O S 24th St Date: 5/17/2022



to the north, which is one-way westbound.

6. After review of traffic calming options, given the traffic volume and field conditions, and after discussion with City staff, it was determined to reduce the 2 through lanes to a single through lane as the primary action. Chicane treatments and other signing are also proposed.

RECOMMENDED ACTION

1. Restripe the segment for a single through lane and an adjacent onstreet parking lane; the single lane will moderate speeds. Add striping at the SE corner of Van Buren St. at N. 24th Ave. At N. 24th Ave. and N. 26th Ave., the intersection approaches would retain their existing two lanes. With the prevailing Polk St. traffic, a single travel lane is sufficient, and two lane approaches are being kept at N. 24th Ave. and N. 26th Ave. signals.
2. Install Install Traffic Signal Ahead (MUTCD W3-3) warning signs at two locations to address rearend crash history and encourage driver caution on those approaches.
3. As a optional treatment, modify the single through lane/parking lane configuration with a striped chicane treatment in each block of the segment.

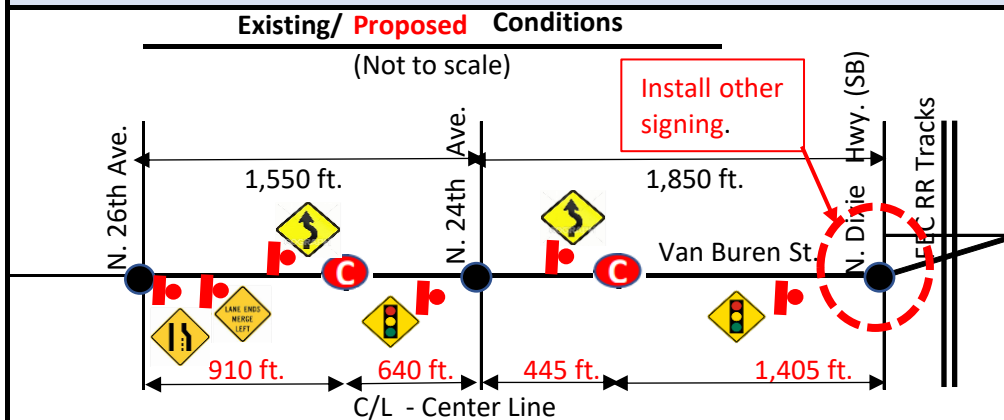
See remaining pages of the worksheet for details.

SEGMENT DESCRIPTION

Page 2 of 4

Date:	4/6/2023 (Rev. 2/13/24)	Segment ID No.:	2.13	Speed Limit:	25 mph	Directional Split:	
STREET:	Van Buren Street	Traffic Count ID No.	2.13.1 - 1	Posted:	Yes	100/0 EB/WB Split	
From:	S. 26th Avenue	Jurisdiction:	City	Existing Daily Volume:	4,595	Average Speed (Avg):	
To:	Dixie Highway	Functional Class:	Local	85th %ile Speed (Avg):	38 (37.9) mph	32 (31.6) mph	
Length:	3,300 feet	Existing TC Devices:	None	Warrant Score:	20		

RECOMMENDED ACTION (Continued)



LEGEND Existing/Proposed

	Traffic Signal		Lane Ends sign
	Chicane		Lane Ends Merge Left sign
	Traffic Signal Ahead sign		Chicane Ahead sign

While not a traffic calming element, it was noticed that the southbound leg of Dixie Hwy. (SB) does not have Do Not Enter (MUTCD R5-1) signs posted facing northbound at either the Van Buren St. signal or the parking garage exit signal just to the north.

NOTE: Original segment length is 1,850 feet. Upon review, it is proposed to include the long block to the west, given common issues, as for Segment 202.21.

Restripe Van Buren St. to implement these elements:

- o Restripe for proposed cross-section with one travel lane and parking lane.
- o Two-lane to one-lane transition east of N. 26th Ave.
- o One-lane to two-lane transition west of N. 24th Ave. including pavement markings on SE corner.
- o One-lane to two-lane transition on approach to N. 24th Ave.

Install two striped chicane treatments (optional) at midblock locations:

- o 640 feet west of N. 24th Ave. centered at 2450 Van Buren St.
- o 450 feet east of N. 24th Ave. centered at 2306 Van Buren St.

The chicane geometry would follow one lane of the standard Chicane (Type 2) standard detail

Install two Intersection Lane Control signs (MUTCD R3-8 Series as modified) as follows:

- o 200 feet west of SB Dixie Hwy. C/L on north side on street light pole.
- o 200 feet west of SB Dixie Hwy. C/L on south side of street on post.

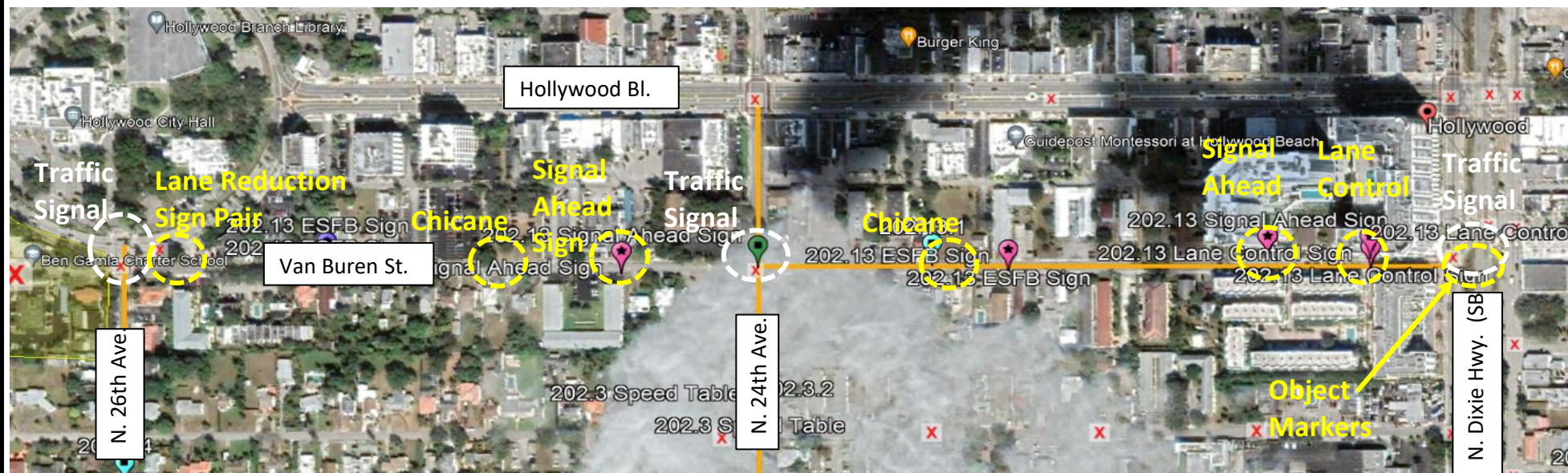
Install Traffic Signal Ahead (MUTCD W3-3) warning signs as follows:

- o 335 ft. west of S. 24th Ave. C/L on south side west of 2422 Van Buren St.
- o 450 ft. west of Dixie Hwy. (SB) C/L on north side at 2165 Van Buren St.

Install a set of 3 Type 1 Object Markers (MUTCD OM1-1) mounted behind east curb of Dixie Hwy. (SB) in line with the extended Van Buren St. C/L.

RR ROW as end of the straight EB traffic movement on Van Buren St. has no target value. Use of the Two-Direction Large Arrow (MUTCD W1-7) sign was considered confusing for the EB left lane reverse curve movement.

^ North



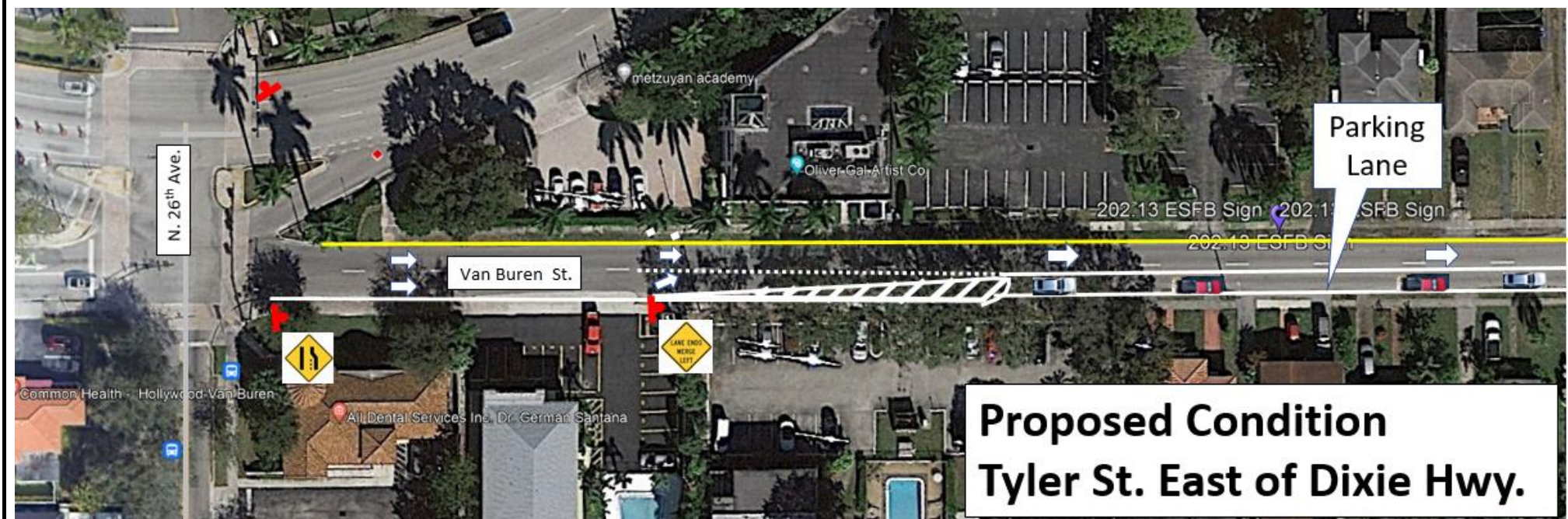
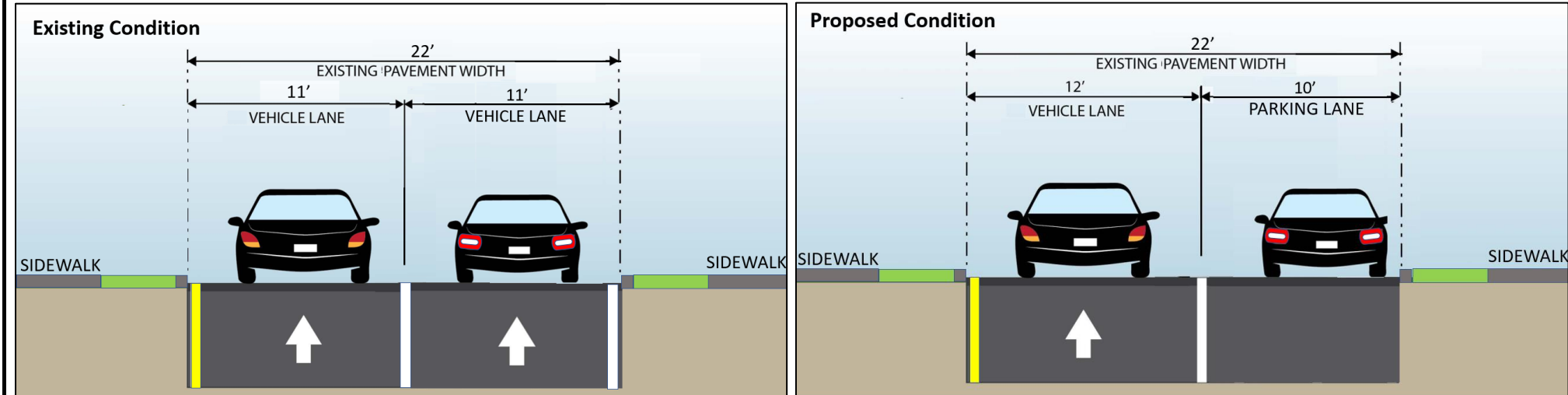
SEGMENT DESCRIPTION

Page 3 of 4

Date: 4/6/2023 (Rev. 2/13/24)	Segment ID No.: 2.13	Speed Limit: 25 mph	Directional Split:
STREET: Van Buren Street	Traffic Count ID No.: 2.13.1 - 1	Posted: Yes	100/0 EB/WB Split
From: S. 26th Avenue	Jurisdiction: City	Existing Daily Volume: 4,595	
To: Dixie Highway	Functional Class: Local	85th %ile Speed (Avg): 38 (37.9) mph	Average Speed (Avg):
Length: 3,300 feet	Existing TC Devices: None	Warrant Score: 20	32 (31.6) mph

RECOMMENDED ACTION (Continued)

Existing and Proposed Cross-Sections



TRAFFIC CALMING ANALYSIS WORKSHEET

Phase 2 Segments

SEGMENT DESCRIPTION

Page 4 of 4

Date:	4/6/2023 (Rev. 2/13/24)	Segment ID No.:	2.13	Speed Limit:	25 mph	Directional Split:	100/0 EB/WB Split
STREET:	Van Buren Street	Traffic Count ID No.:	2.13.1 - 1	Posted:	Yes		
From:	S. 26th Avenue	Jurisdiction:	City	Existing Daily Volume:	4,595		
To:	Dixie Highway	Functional Class:	Local	85th %ile Speed (Avg):	38 (37.9) mph	Average Speed (Avg):	32 (31.6)
Length:	3,300 feet	Existing TC Devices:	None	Warrant Score:	20		

RECOMMENDED ACTION (Continued)



SEGMENT DESCRIPTION

Page 1 of 1

Date: 4/10/2023 (Rev. 2/13/24)	Segment ID No.: 2.14	Speed Limit: 30 mph	Directional Split:
STREET: Adams Street	Traffic Count ID No.: 2.14.1 - 1	Posted: No	58/42 EB/WB Split
From: S. 24th Avenue	Jurisdiction: City	Existing Daily Volume: 731	
To: Dixie Highway	Functional Class: Local	85th %ile Speed (Avg): 33 (33.1) mph	Average Speed (Avg):
Length: 1,695 feet	Existing TC Devices: None	Warrant Score: 8	25 (25.5) mph

Segment Map:

^ North



Existing Intersection Controls:

Stop signs at west and east ends.

^ North



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

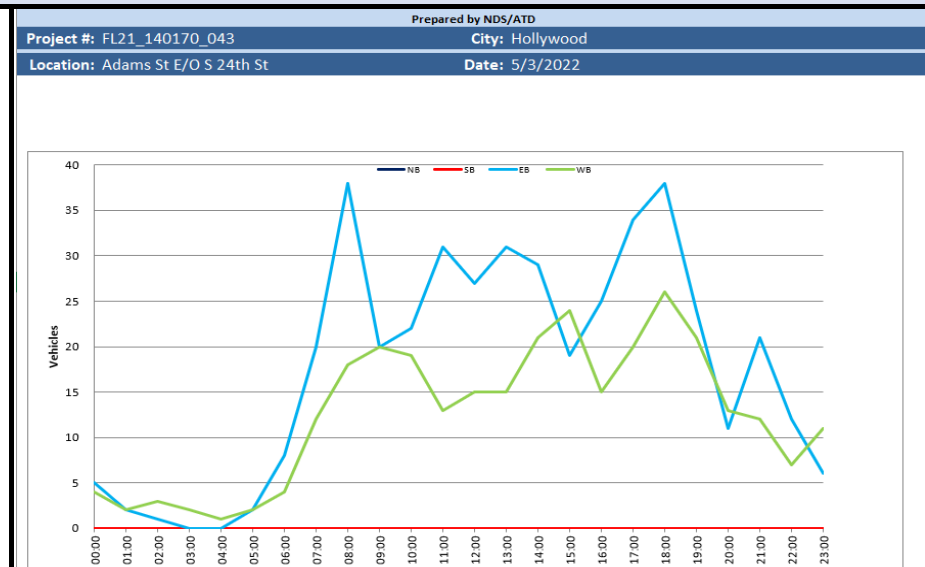
Typical Segment Image:

Looking east at midblock.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed concerns of high volume and cars speeding along Adams Street and has requested speed bumps be implemented.
2. 16 crashes including midblock and endpoints. Various types and scattered locations not amenable to specific remediation.
3. Traffic speed of 30 mph is not posted at either end. 85th-%ile speed is somewhat elevated at 33 mph. About 3% exceeded 40 mph.
4. Traffic higher EB than WB, but no discernible reason could be found.
5. It is proposed to install 2 speed tables at the 1/3 points of the segment to mitigate the observed speeds.



RECOMMENDED ACTION

1. Install two speed tables as follows:
 - o Speed Table 1: 555 ft. east of S. 24th Ave. C/L at 2243 Adams St.
 - o Speed Table 2: 480 ft. west of Dixie Hwy. (SB) C/L at 2122/2131 Adams St.
2. Consider installing 30 MPH Speed Limit signs at each segment end.

Resulting spacing will be as follows:

- o S. 24th Ave. C/L to Speed Table 1: 555 feet
- o Speed Table 1 to Speed Table 2: 660 feet
- o Speed Table 2 to Dixie Hwy. (SB) C/L: 480 feet
- Total 1,695 feet**

^ North



SEGMENT DESCRIPTION

Page 1 of 1

Date: 4/10/2023 (Rev. 2/13/24)	Segment ID No.: 2.15	Speed Limit: 30 mph	Directional Split:
STREET: Plunkett Street	Traffic Count ID No. 2.15.1 - 1	Posted: No	53/47 EB/WB Split
From: S. 22nd Avenue	Jurisdiction: City	Existing Daily Volume: 147	
To: S. 24th Avenue	Functional Class: Local	85th %ile Speed (Avg): 24 (23.6) mph	Average Speed (Avg):
Length: 1,020 feet	Existing TC Devices: None	Warrant Score: 8	17 (17.3) mph

Segment Map:



Existing Intersection Controls:

Stop signs at the west and east end.
Stop signs at S. 23rd Ave. and S. 22nd Ct.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

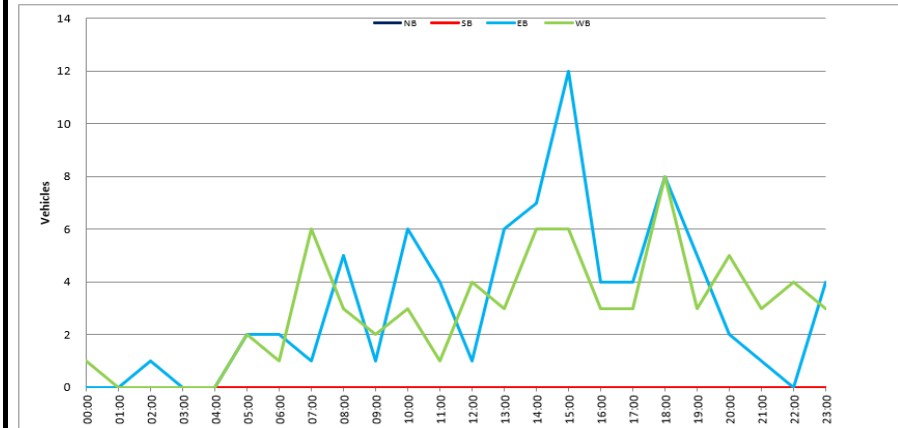
Looking east at midblock between S. 24th Ave. and S. 23rd Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed concern of motorists travelling up to 60 mph along Plunkett Street. Citizen stated that a speed trailer was placed which deterred motorists from speeding until it was removed.
2. Crash history is minimal and no patterns identified.
3. Traffic speed of 30 mph is not posted at either end. Intermediate 2-Way Stop signs at two middle streets should be a calming influence on traffic speeds.
4. Traffic is light. Count was taken midblock on the middle block. Only 1 vehicle was found over 30 mph. No high-level speeding found. 85th-%ile speed of 24 mph and average speed of 17 mph is indicative of an acceptable situation. 85th -%ile speed on S. 24th Ave. adjacent to citizen report was found to be 38 mph, with about 50% of traffic traveling over 30 mph. Traffic calming has been proposed on Segments 202.3, 202.4, and 202.5 which intersect this segment in the north-south direction.
5. Based on persistence of citizen concern, it is recommended to install three speed tables on this segment.

Prepared by NDS/ATD
Project #: FL21_140170_044 City: Hollywood
Location: Plunkett St E/O S 23rd Ave Date: 5/3/2022



RECOMMENDED ACTION

1. Install three speed tables near the segment midpoints.

Spacing (C/L to C/L) is as follows:

- o S. 24th Ave. to Speed Table 1: 160 ft.
 - o Speed Table 1 to S. 23rd Ave.: 180 ft.
 - o S. 23rd Ave. to Speed Table 2: 150 ft.
 - o Speed Table 2 to S. 22nd Ct: 190 ft.
 - o S. 22nd Ct. to Speed Table 3: 135 ft.
 - o Speed Table 3 to S 22nd Ave.: 205 ft.
- Total: 1,020 ft.**

C/L: Center Line of street

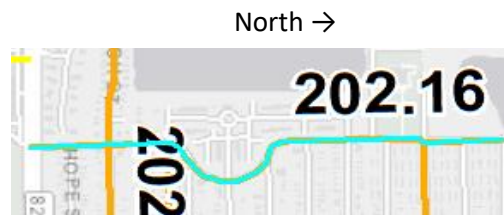


SEGMENT DESCRIPTION

Page 1 of 3

Date: 4/10/2023 (Rev. 2/13/22)	Segment ID No.: 2.16	Speed Limit: 30 mph	Directional Split:
STREET: N. 24th Avenue	Traffic Count ID No.: 2.16.1 - 3	Posted: Yes	45/55 NB/SB Split
From: Sheridan Street	Jurisdiction: City	Existing Daily Volume: 3,288/1,178/510 mph	
To: Pershing Street	Functional Class: Local	85th %ile Speed (Avg): 35/31/22 (29.3)	Average Speed (Avg):
Length: 3,680 feet	Existing TC Devices: None	Warrant Score: 14/6/6	28/24/15 (22.6) mph

Segment Map:



Existing Intersection Controls:

Stop sign at south end.



Existing Traffic Calming Devices:

No Traffic Calming Devices on this segment.

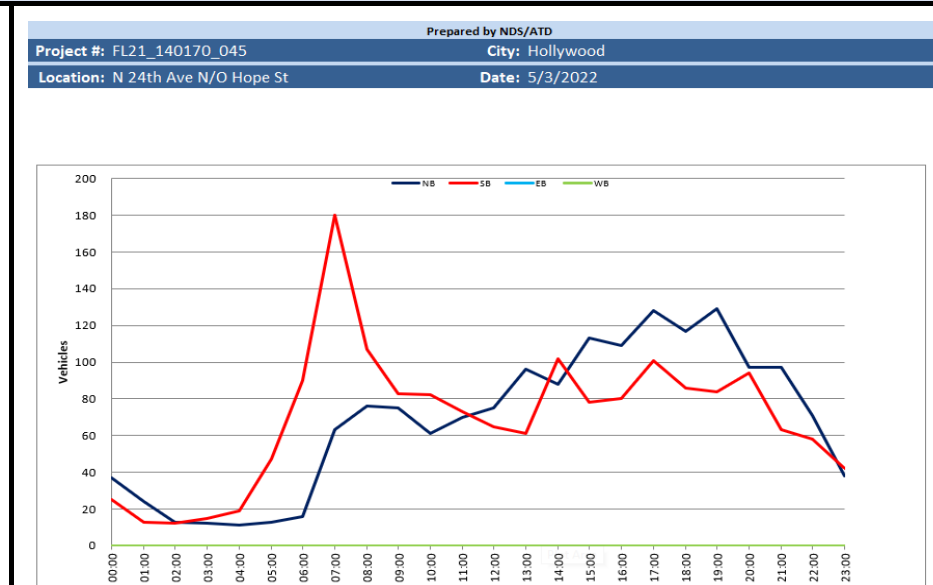
Typical Segment Image:

Looking north near Hope St.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen expressed concerns due to drivers speeding during school hours and parking in travel lanes. The need for an all-way stop control intersection at Greene Street was raised.
2. Crashes are scattered along the corridor, with many involving off-road, single vehicle and parked vehicle, with no pronounced patterns.
3. Traffic volumes and speeds are greatest in the southern third, moderate in the middle third, and lightest to the north. Median treatment at Sheridan St. allows right-in/right-out and WB-NB left turn inbound. 85th-%ile speed at south with 35 mph and slightly elevated in middle at 31 mph. Traffic direction balanced except for SB AM peak. N. 23rd Ave. one block east has existing speed tables.
4. 50-ft. ROW and usual street features limits traffic calming options.
5. Relative to the citizen comment, there are middle and elementary schools to the northeast of the segment, and may have speeding access/egress traffic, but not school-related parking on N. 24th Ave.



RECOMMENDED ACTION

1. Install 6 speed tables along N. 24th Ave. as shown on page 2.
2. Install Double Arrow Warning Sign (MUTCD W1-7) at Charleston St. to delineate northbound vehicle path options. Note: North of Charleston St., N. 24th Ave. is one-way SB with a Do Not Enter sign posted on the north leg of the intersection. See graphic to the right.
3. Modify the intersection of N. 24th Ave. at Simms St. and Freedom St. to better define the intersection geometry as shown on page 3.

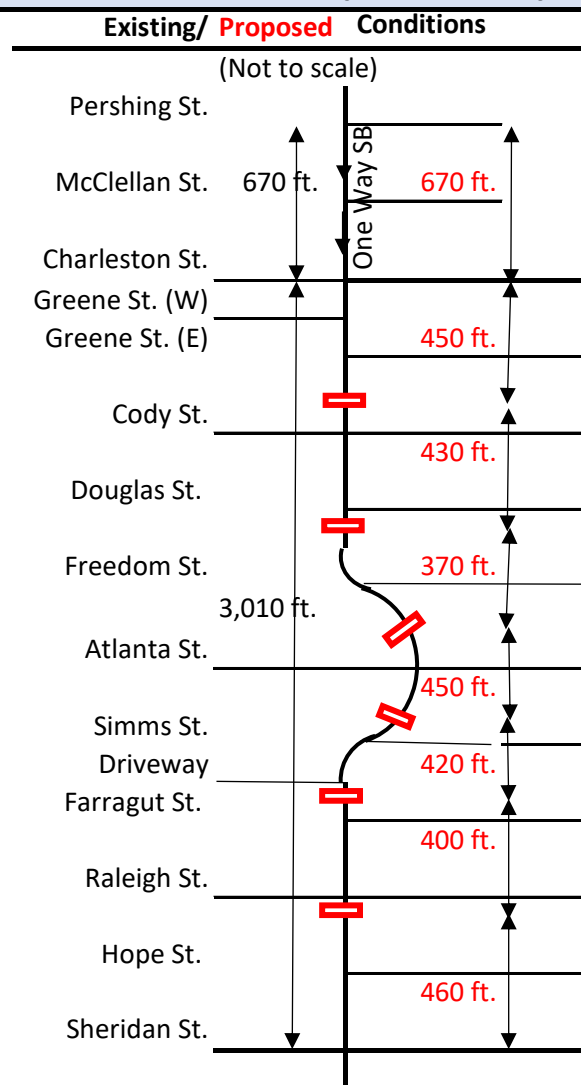


SEGMENT DESCRIPTION

Page 2 of 3

Date: 4/10/2023 (Rev. 2/13/24)	Segment ID No.: 2.16	Speed Limit: 30 mph	Directional Split:
STREET: N. 24th Avenue	Traffic Count ID No 2.16.1 - 3	Posted: Yes	45/55 NB/SB Split
From: Sheridan Street	Jurisdiction: City	Existing Daily Volume: 3,288/1,178/510 mph	
To: Pershing Street	Functional Class: Local	85th %ile Speed (Avg): 35/31/22 (29.3)	Average Speed (Avg):
Length: 3,680 feet	Existing TC Devices: None	Warrant Score: 14/6/6	28/24/15 (22.6) mph

RECOMMENDED ACTION (Continued)



LEGEND

- Traffic Signal
- Speed Table
- Speed Table (proposed)

NOTE: All east-west streets have Stop signs.
N. 24th Ave. has SB Stop sign at Sheridan St.
C/L - Centerline

Install new speed tables as follows:

- o Speed Table 1: 65 feet south of Raleigh St. centerline (C/L)
- o Speed Table 2: 75 feet north of Farragut St. (C/L)
- o Speed Table 3: 175 feet south of Atlanta St. (C/L)
- o Speed Table 4: 330 feet north of Atlanta St. (C/L)
- o Speed Table 5: 90 feet south of Douglas St. (C/L)
- o Speed Table 6: 70 feet north of Cody St. (C/L)

Resulting spacing of traffic calming devices is shown graphically at the upper left on this page.



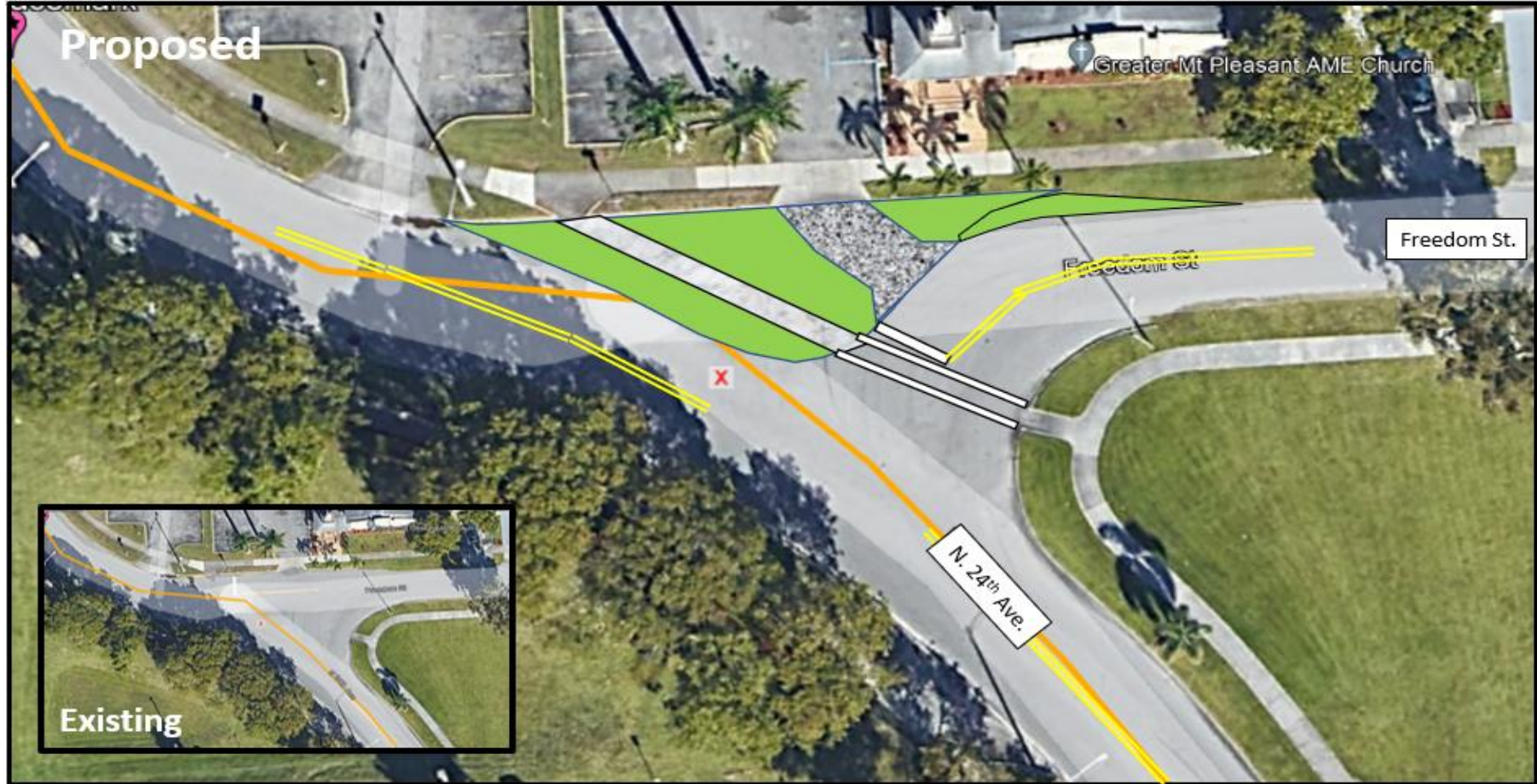
SEGMENT DESCRIPTION

Page 3 of 3

Date:	4/10/2023 (Rev. 2/13/24)	Segment ID No.:	2.16	Speed Limit:	30 mph	Directional Split:	
STREET:	N. 24th Avenue	Traffic Count ID No	2.16.1 - 3	Posted:	Yes	45/55 NB/SB Split	
From:	Sheridan Street	Jurisdiction:	City	Existing Daily Volume:	3,288/1,178/510 mph	Average Speed (Avg):	
To:	Pershing Street	Functional Class:	Local	85th %ile Speed (Avg):	35/31/22 (29.3)	28/24/15 (22.6) mph	
Length:	3,680 feet	Existing TC Devices:	None	Warrant Score:	14/6/6		

RECOMMENDED ACTION (Continued)

INTERSECTION MODIFICATIONS at Freedom St. and Simms St.

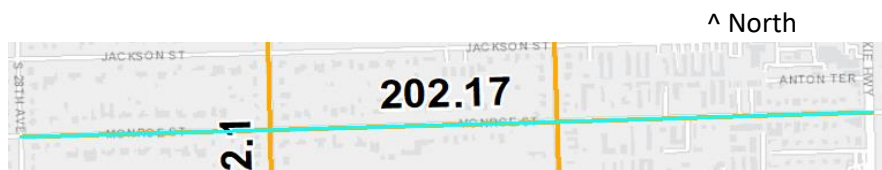


SEGMENT DESCRIPTION

Page 1 of 2

Date: 4/12/2023 (Rev. 2/13/24)	Segment ID No.: 2.17	Speed Limit: 30 mph	Directional Split:
STREET: Monroe Street	Traffic Count ID No.: 2.17.1 - 3	Posted: Yes	47/53 EB/WB Split
From: S. 28th Avenue	Jurisdiction: City	Existing Daily Volume: 680/240/2,961	
To: Dixie Highway	Functional Class: Local	85th %ile Speed (Avg): 35/29/34 (33) mph	Average Speed (Avg):
Length: 4,600 feet	Existing TC Devices: None	Warrant Score: 10/4/14	28/22/28 (26) mph

Segment Map:



Existing Intersection Controls:

Stop signs at S. 24th Ave. (westbound only), S. 26th Ave., and west end.
Dead End treatment at S. 24th Ave. on west leg.
Traffic signal at east end, railroad crossing at east end.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

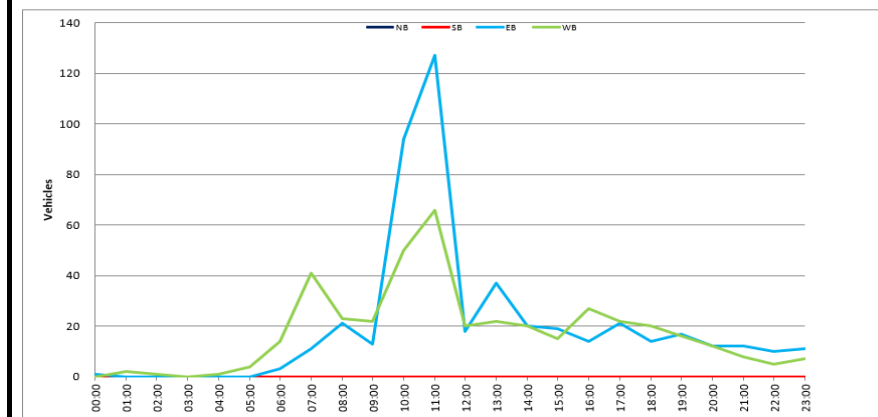
Looking east at midblock near S. 28th Ave.



TRAFFIC CALMING ANALYSIS NOTES

- Citizen expressed concerns of vehicles speeding between S. 24th Avenue and Dixie Highway.
- Crash summary (5 years - 2017 to 2022):
 - East end at Dixie Hwy: 26 crashes - Nearly half are right angle, perhaps due to speeds on Dixie Hwy. Another 4 each are rearend and other. Other 6 are scattered types, including 1 ped and 1 bike crash.
 - N. 24th Ave.: Nine crashes: 4 rearend, 4 other and 2 right angle.
 - N. 26th Ave.: No crashes.
 - West end at N. 28th Ave.: Four crashes, 3 right angle and 1 sideswipe.
 - Midblocks: Of 11 crashes, 6 involved parked vehicles, 2 were sideswipe, 2 off road and 1 rearend.
 - Most midblock crashes were in the east block with numerous drives, pull-in parking, onstreet parking and other constraints. High speed is considered to be a contributing factor.
 - Other high crash location was Dixie Hwy. signal. While the railroad crossing signal is a complicating factor, high speeds on Dixie Hwy. may be a contributing factor beyond the reach of City traffic calming.
- Traffic speeds are elevated at the counts on the eastern and western blocks with 85th-%ile speeds of 34 and 35 mph, respectively, and

Prepared by NDS/ATD
Project #: FL21_140170_048 City: Hollywood
Location: Monroe St W/O S 26th Ave Date: 5/24/2022



average speeds of 28 mph on both, approaching the speed limit.
The middle segment with the dead end treatment at its east end had a conforming 85th-%ile speed of 28 mph and average speed of 22 mph.
4. It was determined that installation of traffic speed tables was the practical solution on this segment to mitigate observed speeding.

RECOMMENDED ACTION

- Install five speed tables on the eastern and western blocks of the segment.
- install three new 30 MPH Speed Limit signs to reinforce the speed limit.

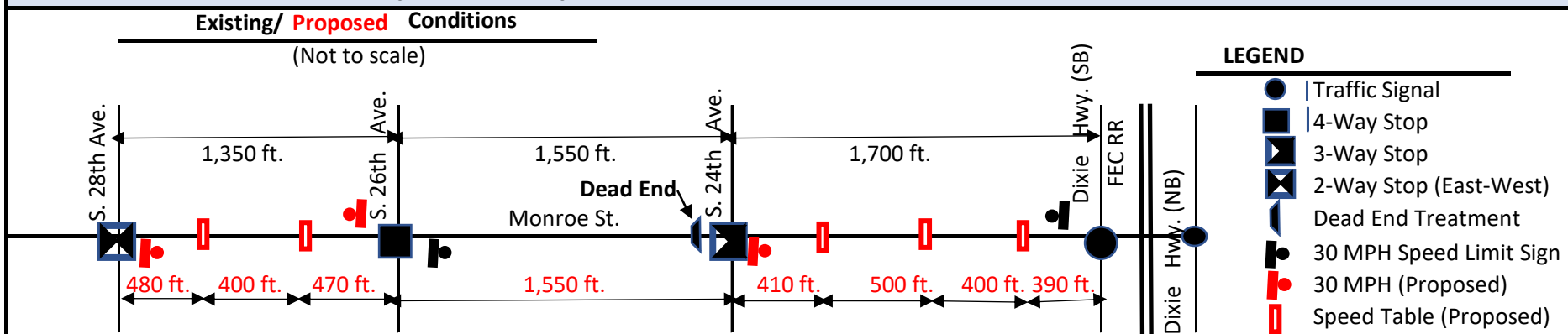
See page 2 for detailed information on the above.

SEGMENT DESCRIPTION

Page 2 of 2

Date: 4/12/2023 (Rev. 2/13/24)	Segment ID No.: 2.17	Speed Limit: 30 mph	Directional Split:
STREET: Monroe Street	Traffic Count ID No 2.17.1 - 3	Posted: Yes	47/53 EB/WB Split
From: S. 28th Avenue	Jurisdiction: City	Existing Daily Volume: 680/240/2,961	
To: Dixie Highway	Functional Class: Local	85th %ile Speed (Avg): 35/29/34 (33) mph	Average Speed (Avg):
Length: 4,600 feet	Existing TC Devices: None	Warrant Score: 10/4/14	28/22/28 (26) mph

RECOMMENDED ACTION (Continued)



Install new speed tables as follows:

- o Speed Table 1: 390 feet west of Dixie Hwy. (SB) centerline (C/L) at 2129/2130 Monroe St.
- o Speed Table 2: 790 feet west of Dixie Hwy. (SB) C/L at 2221/2222 Monroe St.
- o Speed Table 3: 900 feet east of S. 24th Ave. C/L at 2308/2313 Monroe St.
- o Speed Table 4: 470 feet west of S. 26th Ave. C/L at 2638/2639 Monroe St.
- o Speed Table 5: 480 feet east of S. 28th Ave. C/L at 2715/2718 Monroe St.

Resulting spacing between speed tables and existing intersection controls is shown in the above graphic.

Install new 30 MPH Speed Limit Signs as indicated in the above graphic:

- o EB at S. 28th Ave.
- o WB at S. 26th Ave.
- o EB at S. 24th Ave.

^ North

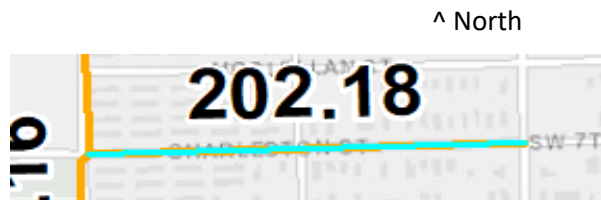


SEGMENT DESCRIPTION

Page 1 of 1

Date: 4/10/2023 (Rev. 2/14/24)	Segment ID No.: 2.18	Speed Limit: 30 mph	Directional Split:
STREET: Charleston Street	Traffic Count ID No.: 2.18.1 - 1	Posted: No	57/43 EB/WB Split
From: N. 24th Avenue	Jurisdiction: City	Existing Daily Volume: 691	
To: J.A. Ely Blvd.	Functional Class: Local	85th %ile Speed (Avg): 32 (32.1) mph	Average Speed (Avg):
Length: 1,340 feet	Existing TC Devices: None	Warrant Score: 10	25 (24.8) mph

Segment Map:



Existing Intersection Controls:

Stop signs on Charleston St. at west end, east end, and Two-Way Stop at N. 23rd Ave.



Existing Traffic Calming Devices:

No existing traffic calming devices.

Typical Segment Image:

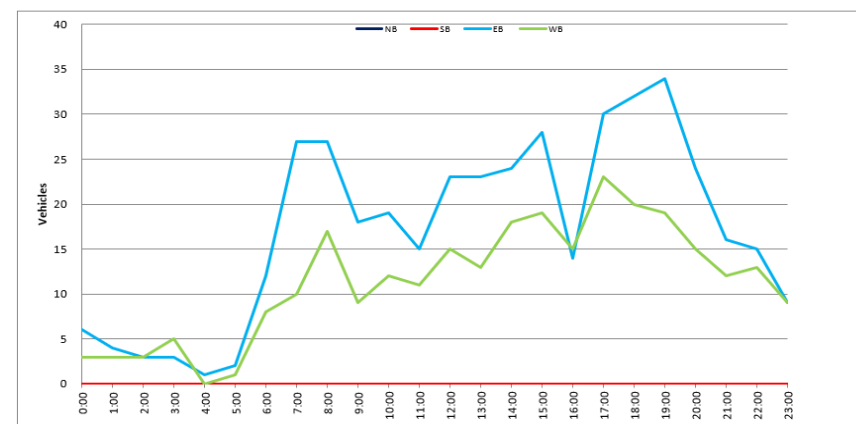
Looking east at midblock between N 24th Ave and N 23rd Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern regarding late night speeding and dangerous driving behaviors. Citizen proposed 3 speed tables to be installed along Charleston St.
2. Existing Two-Way Stop control on Charleston St. creates subsegments of 660 and 665 feet in length.
3. Crash data shows some sideswipe and parked car crashes midblock, indicative of the pull-in parking in the west block and numerous drives and onstreet parking in the east block. Small number of angle crashes at intersections; also a share of off-road crashes. East intersection had a fatal angle crash, but the intersection features are like hundreds of others in the city. Elevated speeds, including on N. 23rd Ave. and J.A. Ely Blvd.
4. The 85th-%ile speed is slightly elevated at 32 mph. 2% of traffic exceeded 40 mph. This block is on BCT bus route 6; there are speed tables elsewhere on this route on N. 23rd Ave.
5. Midblock speed tables are proposed for both blocks of this segment.

Prepared by NDS/ATD
Project #: FL22_140170_051 City: Hollywood
Location: Charleston St E/O N 23rd Ave Date: 5/10/2022



RECOMMENDED ACTION

1. Install speed tables midblock on both parts of this segment.
2. Install a Large Left Arrow sign (MUTCD W1-6 L) at the west end of the segment to denote the change in direction.

Install new speed tables as follows:

- o Speed Table 1: 290 feet west of N. 23rd Ave. centerline (C/L)
- o Speed Table 2: 300 feet east of N. 23rd Ave. C/L

Spacing (C/L to C/L) is as follows:

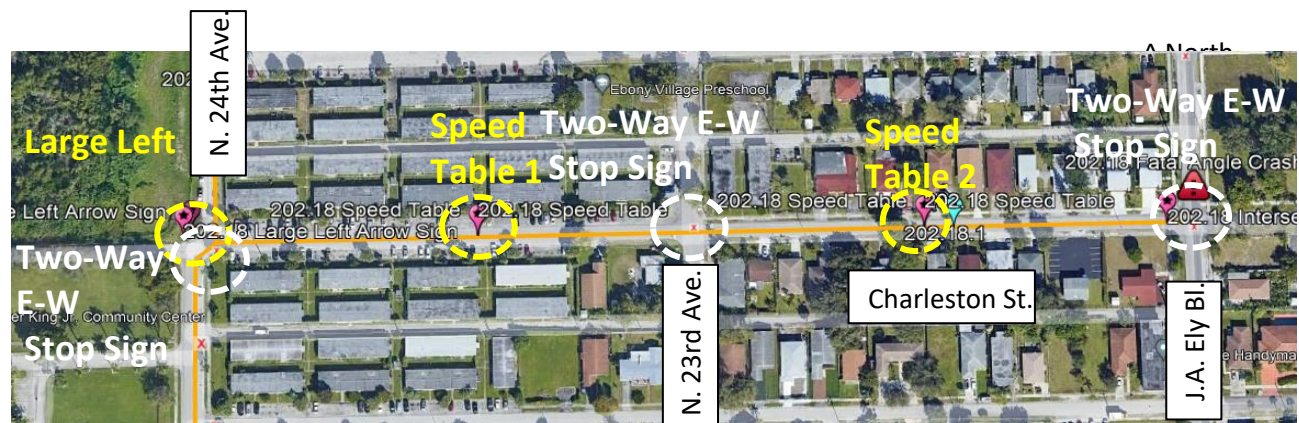
- o N. 24th Ave. C/L to Speed Table 1: 380 feet
- o Speed Table 1 to N. 23rd Ave. C/L: 290 feet
- o N. 23rd Ave. C/L to Speed Table 2: 300 feet
- o Speed Table 2 to J.A. Ely Bl. C/L: 370 feet
- o **Total: 1,340 feet**

C/L: Center Line of street

Large Left Arrow Sign



W1-6

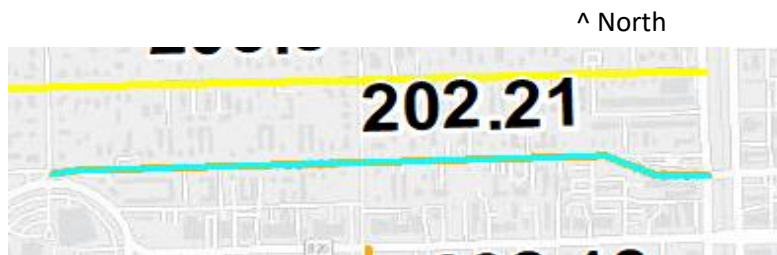


SEGMENT DESCRIPTION

Page 1 of 4

Date: 4/5/2023 (Rev. 2/13/24)	Segment ID No.: 2.21	Speed Limit: 30 mph	Directional Split:
STREET: Polk St. & Tyler St.	Traffic Count ID No.: 2.21.1 - 2	Posted: Yes	0/100 EB/WB Split
From: Dixie Highway	Jurisdiction: City	Existing Daily Volume: 4,449/4,646	
To: N. 26th Avenue	Functional Class: Local	85th %ile Speed (Avg): 40/43 (41.4) mph	Average Speed (Avg):
Length: 3,300 feet	Existing TC Devices: None	Warrant Score: 19/20	33/36 (34.5) mph

Segment Map:



Existing Intersection Controls:

Traffic signal on west end and east end, and at midpoint.
Railroad crossing on east end.
Stop sign on WB leg of Polk St. at east end prior to merge with WB Polk St.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

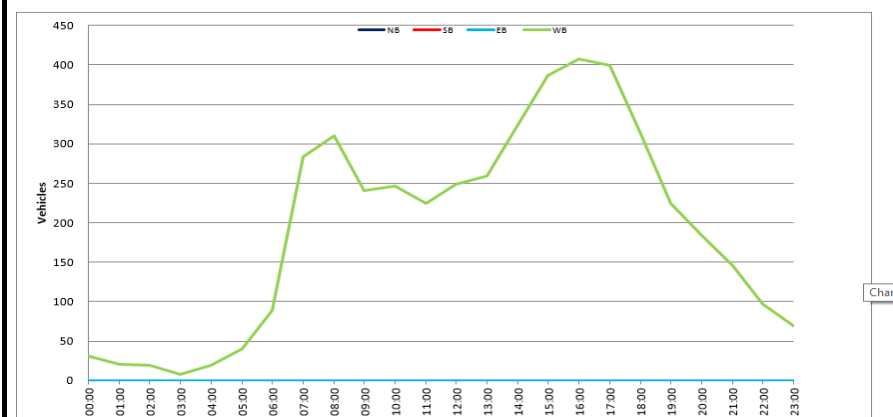
Looking west near N. 24th Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of drivers speeding along Polk Street, noise pollution and potential for collisions.
2. Street is classed as local but has collector street level of traffic.
3. Crash summary:
 - o East end at Dixie Hwy: 47 crashes - Over half are right angle, perhaps due to speeds on Dixie Hwy. Another 7 are sideswipe, due to alignment of vehicles on either 1-way roadway. Another 12 are rear-end or other, with 1 ped crash.
 - o Midpoint at N. 24th Ave.: 37 crashes at signal: 21 were right-angle, 4 rearend, 2 sideswipe and balance were other. With signal control, angle crashes would appear to be due to speed/failure to comply with proper ROW.
 - o West end at N. 26th Ave./Circle: Fewer crashes, of rearend and sideswipe types. Rearend may be due to speeding vs. signal changes and sideswipe due to last minute weaving for WB lane assignments.
4. Traffic volumes are high for a local street classification.
5. Traffic speeds are highly elevated at both count locations. 85th-%ile speeds are 40 and 43 mph, with average speeds of 33 and 36 mph. At the two counts, 8-10% and 12-15% of traffic exceeds 40 mph. The highest recorded speeds were 60-64 mph, with around 9% of traffic

Prepared by NDS/ATD	
Project #: FL21_140170_055	City: Hollywood
Location: Polk St E/O N 24th Ave	Date: 5/10/2022



- exceeding 50 mph on the eastern half of the segment.
6. After review of traffic calming options, given the traffic volume and field conditions, and after discussion with City staff, it was determined to reduce the 2 through lanes to a single through lane as the primary action. Warning signs and chicane treatments are also proposed.

RECOMMENDED ACTION

1. Restripe the segment for a single through lane and an adjacent onstreet parking lane; the single lane will moderate speeds. Add striping at the NW corner of Polk St. at N. 24th Ave. At N. 24th Ave. and N. 26th Ave., the intersection approaches would retain their existing two lanes. With the prevailing Polk St. traffic, a single travel lane is sufficient, and two lane approaches are being kept at N. 24th Ave. and N. 26th Ave. signals.
2. Install Install Traffic Signal Ahead (MUTCD W3-3) warning signs at two locations to address rearend crash history and encourage driver caution on those approaches.
3. Install Reverse Curve warning sign (Right) (MUTCD W1-4R) at one location to prepare motorists for the uncommon roadway alignment change at the east end of the segment.
4. Install two pair of Chevron Alignment (MUTCD W1-8) signs on the reverse curvature to reinforce the Reverse Curve warning sign and the changes in alignment at the east end of this segment.
5. As a optional treatment, modify the single through lane/parking lane configuration with a striped chicane treatment in each block of the segment.
6. At the N. 24th Ave. intersection, consider extending the all-red phase to reduce angle crash frequency.

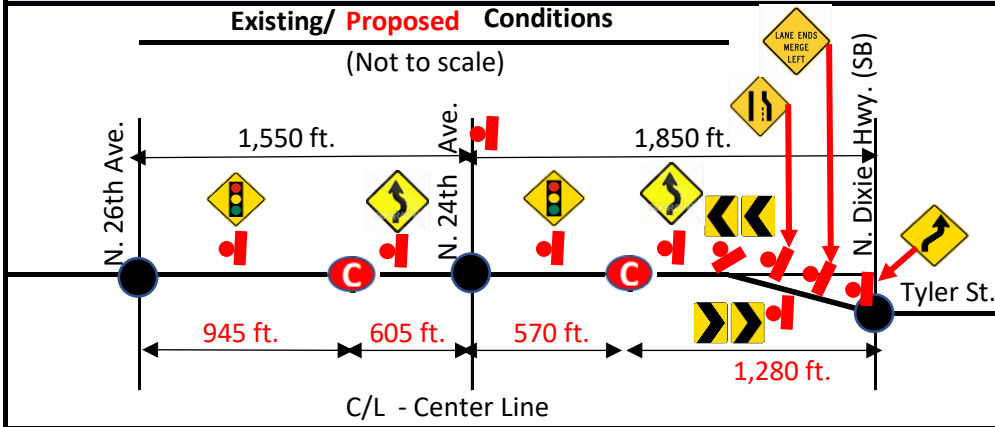
See remaining pages of the worksheet for details.

SEGMENT DESCRIPTION

Page 2 of 4

Date: 4/5/2023 (Rev. 2/13/24)	Segment ID No.: 2.21	Speed Limit: 30 mph	Directional Split: 0/100 EB/WB Split
STREET: Polk St. & Tyler St.	Traffic Count ID No.: 2.21.1 - 2	Posted: Yes	
From: Dixie Highway	Jurisdiction: City	Existing Daily Volume: 4,449/4,646	
To: N. 26th Avenue	Functional Class: Local	85th %ile Speed (Avg): 40/43 (41.4) mph	Average Speed (Avg):
Length: 3,300 feet	Existing TC Devices: None	Warrant Score: 19/20	33/36 (34.5) mph

RECOMMENDED ACTION (Continued)



LEGEND Existing/Proposed

	Traffic Signal		Reverse Curve sign
	Chicane		Lane Ends sign
	Traffic Signal Ahead sign		Lane Ends Merge Left sign
	Chevron Alignment signs		
	Chicane Ahead sign		

Install Reverse Curve warning sign (Right) (MUTCD W1-4R) as follows:

- WB 40 feet west of SB Dixie Hwy. C/L on north side of street.

Install Traffic Signal Ahead (MUTCD W3-3) warning signs as follows:

- 410 feet east of S. 24th Ave. C/L on north side at 2303 Polk St.
- 410 feet east of S. 26th Ave. C/L on north side at 2535 Polk St.

Install two pair of Chevron Alignment (MUTCD W1-8) signs as follows:

- 280 feet east of SB Dixie Hwy. C/L on south side of street in front of 2132 Polk St.
- 80 feet west of Polk St. stop bar/Stop Sign on north side of street in front of 2143 Polk St.

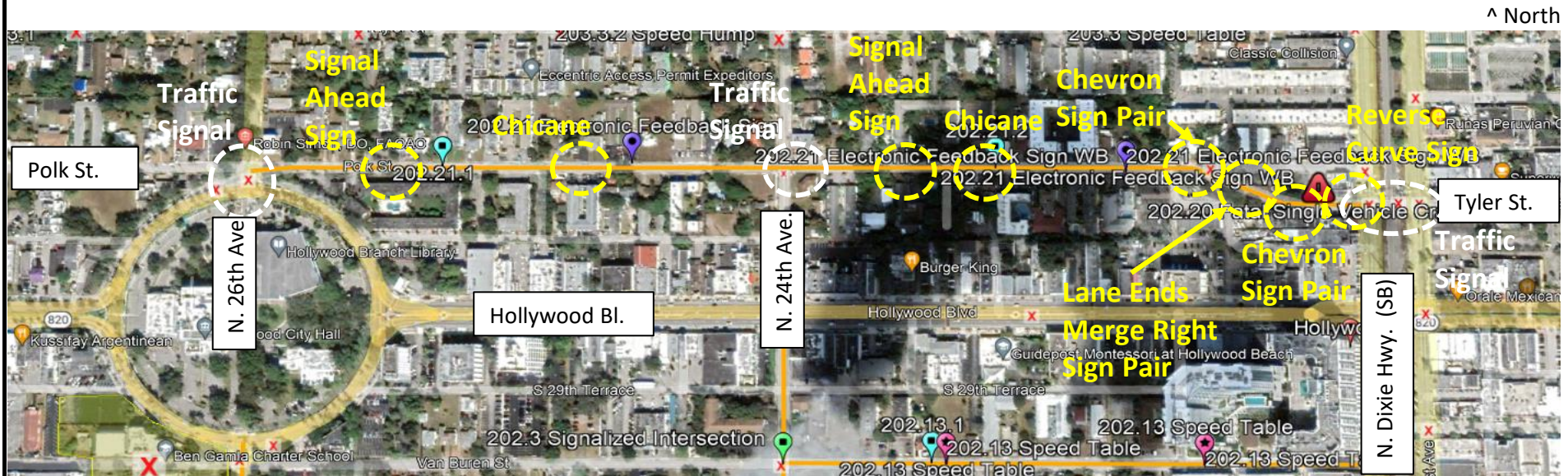
Install (optional) chicane pavement marking treatments in each block of this segment, centered approximately on:

- 2243 Polk St. (570 ft. east of N. 24th Ave.)
- 2443 Polk St. (605 ft. west of N. 24th Ave.)

The chicane geometry would follow one lane of the standard Chicane (Type 2) standard detail

Restripe Polk St. to implement these elements:

- Restripe for proposed cross-section with one travel lane and parking
- Two-lane to one-lane transition west of N. Dixie Hwy. (SB)
- One-lane to two-lane transition east of N. 26th Ave.
- One-lane to two-lane transition on approach to N. 24th Ave. including pavement markings on NW corner.



Chicane Ahead Sign
MUTCD W1-4 (Variant)



Lane Ends (symbol)
MUTCD W4-2



Lane Ends Merge Left
MUTCD W9-2



Chevron Alignment
Sign
MUTCD W1-8 Available



Right Reverse Curve
Sign
MUTCD W1-4R Available



Signal Ahead Sign
MUTCD W3-3

TRAFFIC CALMING ANALYSIS WORKSHEET

Phase 2 Segments

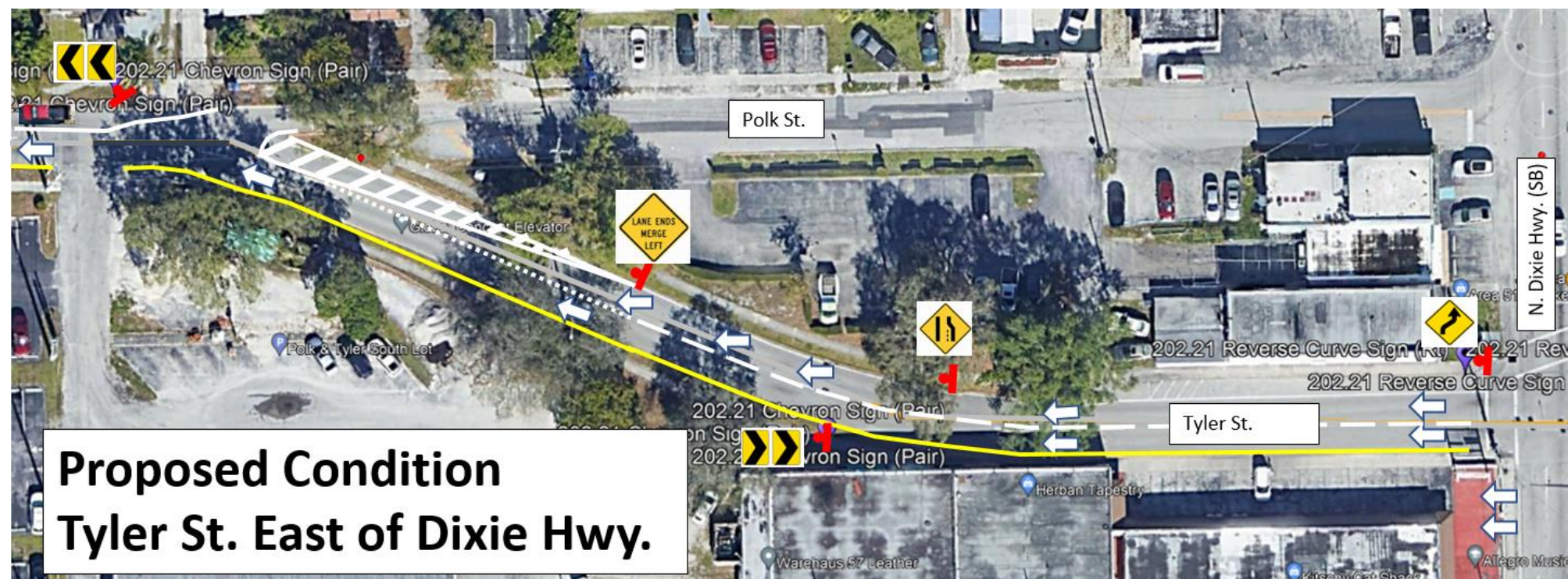
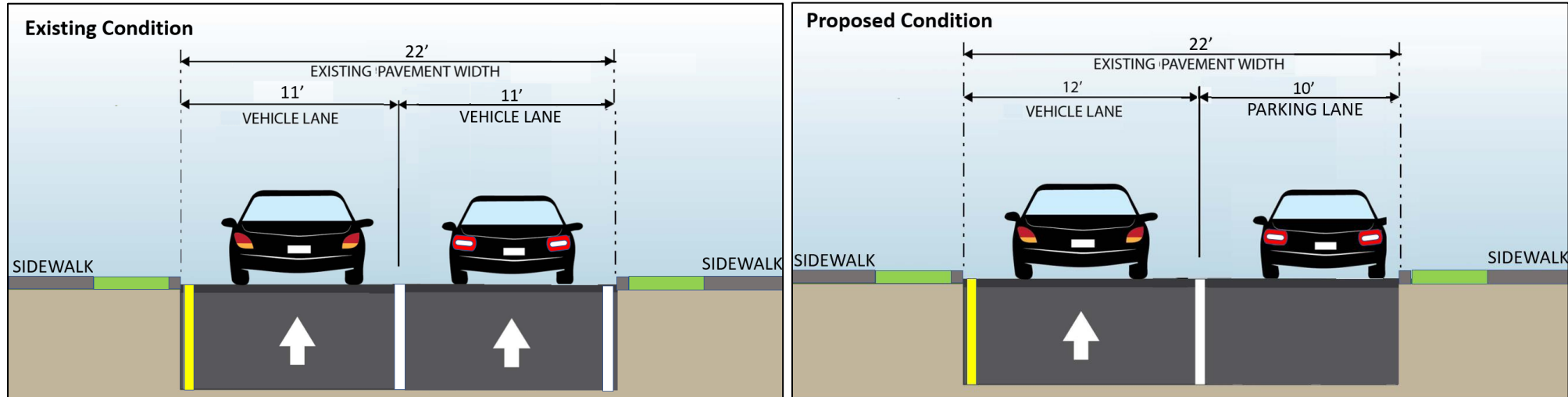
SEGMENT DESCRIPTION

Page 3 of 4

Date:	4/5/2023 (Rev. 2/13/24)	Segment ID No.:	2.21	Speed Limit:	30 mph	Directional Split:	
STREET:	Polk St. & Tyler St.	Traffic Count ID No.:	2.21.1 - 2	Posted:	Yes	0/100 EB/WB Split:	
From:	Dixie Highway	Jurisdiction:	City	Existing Daily Volume:	4,449/4,646	Average Speed (Avg):	
To:	N. 26th Avenue	Functional Class:	Local	85th %ile Speed (Avg):	40/43 (41.4) mph	33/36 (34.5) mph	
Length:	3,300 feet	Existing TC Devices:	None	Warrant Score:	19/20		

RECOMMENDED ACTION (Continued)

Existing and Proposed Cross-Sections



TRAFFIC CALMING ANALYSIS WORKSHEET

Phase 2 Segments

SEGMENT DESCRIPTION

Page 4 of 4

Date:	4/5/2023 (Rev. 2/13/24)	Segment ID No.:	2.21	Speed Limit:	30 mph	Directional Split:	
STREET:	Polk St. & Tyler St.	Traffic Count ID No.:	2.21.1 - 2	Posted:	Yes	0/100 EB/WB Split	
From:	Dixie Highway	Jurisdiction:	City	Existing Daily Volume:	4,449/4,646	Average Speed (Avg):	
To:	N. 26th Avenue	Functional Class:	Local	85th %ile Speed (Avg):	40/43 (41.4) mph	33/36 (34.5) mph	
Length:	3,300 feet	Existing TC Devices:	None	Warrant Score:	19/20		

RECOMMENDED ACTION (Continued)

