

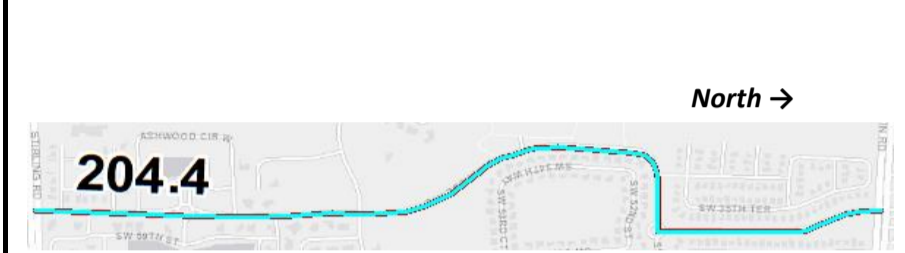
**SEGMENT DESCRIPTION**

Page 1 of 1

**Date:** 10/20/22 Rev. 3/26/24  
**STREET:** N. 35th Avenue  
**From:** Stirling Road  
**To:** Griffin Road  
**Length:** 6260 feet  
**Segment ID No.:** 4.4  
**Traffic Count ID No.:** 4.4.1 - 3  
**Jurisdiction:** City  
**Functional Class:** Local  
**Ex. TC Devices:** 6 tables, 2 roundabouts

**Speed Limit:** 30 mph  
**Posted:** Yes  
**Existing Daily Volume:** 4,989/4,540/5,605  
**85th %ile Speed (Avg):** 34/33/29 (31.9) mph  
**Warrant Score:** 14/12/8  
**Directional Split:** 50/50 NB/SB Split  
**Average Speed (Avg):** 28/27/25 (26.8) mph

**Segment Map:**



**Existing Intersection Controls:**

Traffic signals at both north and south ends.  
Traffic circles at SW 51st Ct. and Brookfield Cir.  
Stop signs at Hollywood Oaks Dr. **North →**

**Legend**

**Intersection Control Type**  
● 2 way stop EW  
● 2 way stop NS  
● 3 way stop  
● 4 way stop  
■ Dead-End Treatment  
● Other  
● Stop Sign  
■ Traffic Circle Stop  
■ Traffic Circle Yield  
■ Traffic Signal  
■ Yield



**Existing Traffic Calming Devices:**

Speed tables near Hollywood Oaks Dr., SW 35th Terrace Entrance, and between Griffin Rd and traffic circle at SW 51st Ct.



**Typical Segment Image:**

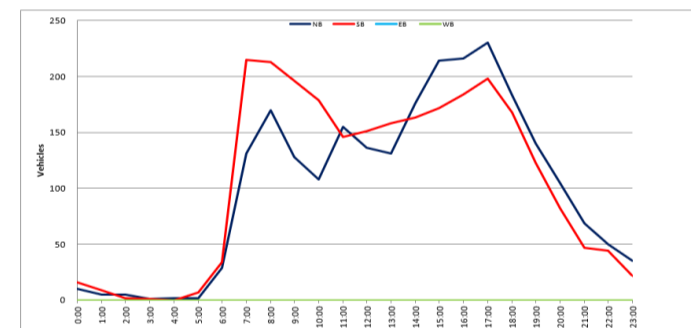
Looking north near the Stirling Rd. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern of motorists not obeying the posted speed limits, leading to motorists crashing into traffic signs and trees. Citizen has requested speed bumps be implemented between Hollywood Oaks and Oakridge Circle and expressed concerns regarding high amounts of pedestrian traffic in the area.
2. Northern count showed compliance with speed tables given their spacing .  
No action needed. Likewise for middle section with 90-degree turns/roundabout.
3. Middle count exhibited excess speed where citizen comment was logged.  
Additional traffic calming in area of the large roadway curves is indicated.
4. Southern section speed supports some action.
5. Since there are existing speed tables and street trees restrict options, speed tables are recommended.

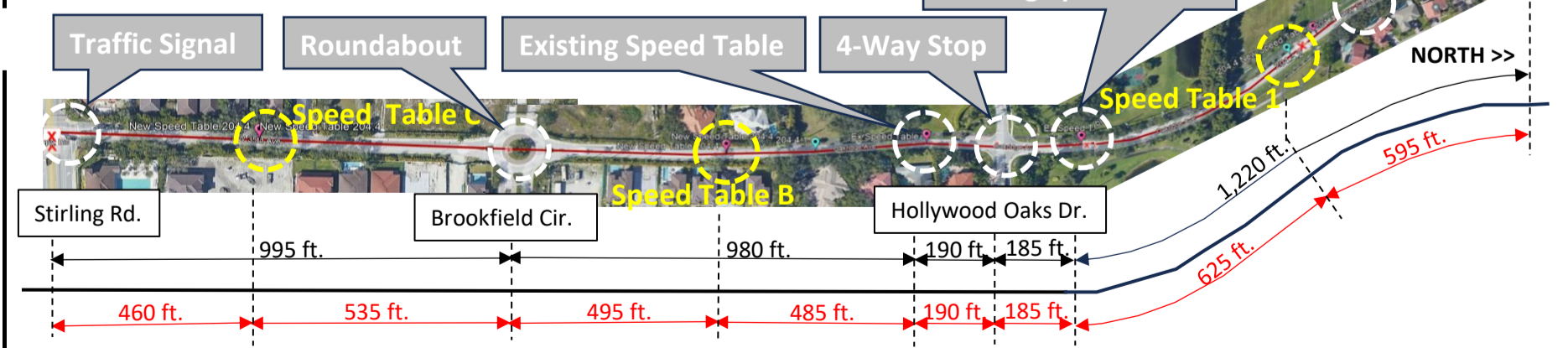
Project #: FL22\_140170\_117  
Location: SW 35th Ave/Oakridge Ave N/O Brookfield  
Prepared by NDS/ATD  
City: Fort Lauderdale  
Date: 5/10/2022



**RECOMMENDED ACTION**

1. Install 3 new speed tables as follows (spacings shown in graphic):
  - A. In middle curved roadway section north of Hollywood Oaks Dr.:
    - o 595 ft. south of speed table to the north and 625 ft. north of speed table to the south (810 feet north of Hollywood Oaks Dr. centerline.
  - B. Between Brookfield Circle roundabout and speed table south of Hollywood Oaks Drive:
    - o 485 ft. south of speed table south of Hollywood Oaks Drive and 495 ft. north of the Brookfield Circle roundabout centerline.

- C. Between Brookfield Circle and Stirling Road:
    - o 535 ft. south of the Brookfield Circle centerline and 460 ft. north of the Stirling Rd. centerline.
2. Remove SB Rumble Strips Ahead sign 1,050 ft. north of Hollywood Oaks Drive, and 160 feet south of the FPL ROW access gate.

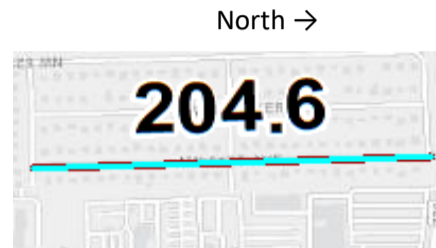


**SEGMENT DESCRIPTION**

Page 1 of 1

<b>Date:</b> 10/20/22 Rev. 3/26/24	<b>Segment ID No.:</b> 4.6	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 61st Avenue	<b>Traffic Count ID No.:</b> 4.6.1 - 2	<b>Posted:</b> Yes	46/54 NB/SB Split
<b>From:</b> Harding Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 343/505	
<b>To:</b> Sheridan Street	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 34/31 (32.9) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 1,810 feet	<b>Existing TC Devices:</b> None.	<b>Warrant Score:</b> 8/6	26/24 (25.2) mph

**Segment Map:**



**Existing Intersection Controls:**

Stop signs at north and south ends.



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

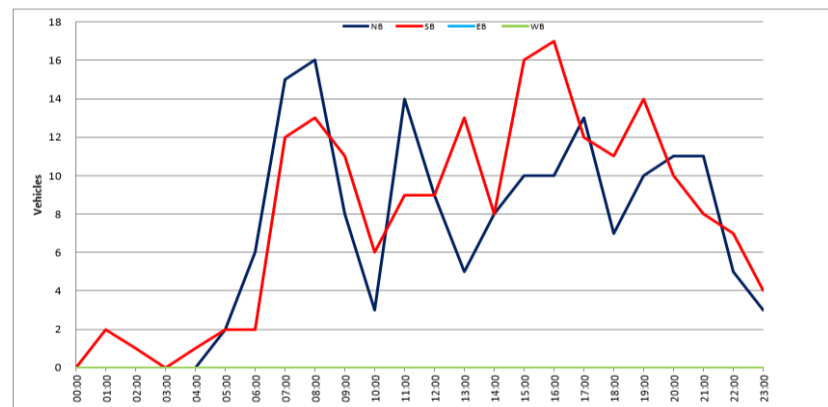
Looking south near the Sheridan St. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern of vehicles speeding and using the Sunshine Estates/441 Corridor as a cut-through. Citizen requested a traffic study be performed to determine whether traffic calming initiatives are warranted.
2. Speed data shows clearly a speeding issue. The segment is 1,810 ft. long with no interruption to traffic flow.
3. Three speed tables at an average spacing of 450 feet over the segment.

Project #: FL21_140170_122	City: Hollywood
Location: N 61st Ave N/O Harding St	Date: 5/24/2022



**RECOMMENDED ACTION**

1. Install new speed tables as follows:
  - o Speed Table 1: 420 ft. north of Harding St. centerline.
  - o Speed Table 2: 80 ft. south of Liberty St. centerline.
  - o Speed Table 3: 460 ft. north of Liberty St. centerline.
  - o Resulting spacing from south to north on the segment will be 420 ft./400 ft./540 ft./450 ft.

NORTH >>



**SEGMENT DESCRIPTION**

Page 1 of 2

<b>Date:</b> 10/20/22 Rev. 3/26/24	<b>Segment ID No.:</b> 4.7	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 66th Avenue	<b>Traffic Count ID No.</b> 4.7.1 - 4.7.6	<b>Posted:</b> Yes	55/45 NB/SB
<b>From:</b> Sheridan Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume (Avg):</b> 3,451	
<b>To:</b> Stirling Road	<b>Functional Class:</b> Collector	<b>85th %ile Speed:</b> 32 mph	<b>Average Speed:</b> 26 mph
<b>Length:</b> 5,260 ft.	<b>Existing TC Devices:</b> 4 Speed Tables	<b>Warrant Score:</b> 8/6/9/9/6/7	

**Segment Map:**



**Existing Intersection Controls:**

Traffic signal at south end.  
Stop sign at Freedom St.  
Pedestrian signal at midblock between Atlanta and Simms St.



**Legend**

Intersection Control Type	
●	2 way stop EW
●	2 way stop NS
●	3 way Stop
●	4 way stop
■	Dead-End Treatment
●	Other
●	Stop Sign
■	Traffic Circle Stop
●	Traffic Circle Yield
■	Traffic Signal
●	Yield

**Existing Traffic Calming Devices:**

Speed tables near Franklin St., Custer St., Cody St, and Farragut St.  
Also, 3-Way and 4-Way Stop controlled intersections at Allen St., Charleston St. and Freedom St. also serve to interrupt traffic flow.

- Electronic Speed Feedback Signs
- Intersection Improvements
- Rectangular Rapid Flashing Beacon
- Speed Table
- Traffic Circle



**Typical Segment Image:**

Looking north at the Raleigh St. intersection.



Looking north at the Charleston St. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern of increased cut-through traffic along N 66th Avenue from Sheridan Street to Stirling Road due to the closure of N 64th Avenue. Citizen has reported high volumes of vehicles and motorists speeding through this corridor.
2. There are 4 existing speed tables located along this segment from Sheridan St. to Stirling Rd. A speed table is located around the center of each 5 block segment, between Farragut St. and Simms St., Douglas St. and Cody St., Custer St. and Pershing St., Franklin St. and Perry St. The spacing between speed tables is approximately 380 ft with stop controlled intersections separating each one. ROW is 50 ft wide. Sidewalks exist for almost the entire segment on both sides of the roadway.
3. Crash history is moderate with 44 crashes, resulting in approximately 9 crashes per year. This includes 15 injury and 29 property damage crashes. No fatal injury crashes have been reported along this segment. Crashes were spread along the segment with most occurring at an intersection.
4. The 85th percentile speeds for all count stations range between 26 mph to 33 mph. The average speed for these count locations was 26 mph. Maximum speeds were recorded along this segment of >45 mph.
5. Traffic volumes are elevated above expected level for a collector roadway, with count locations experiencing between 3046 up to 3920 vehicles per day. At the count station located between Perry St. and Evans St., the majority of traffic occurs during the afternoon accounting for approximately 67% compared to the morning. Additionally, the NB/SB directional split at this count location was 45/55 NB/SB. The opposite is true at the south end of the segment, with the count station between Hope St. and Raleigh St. revealing a 55/45 NB/SB directional split, suggesting vehicles are potentially using this roadway as a cut-through in both directions.
6. The fronting properties are all residential with most having driveway access directly to N. 66th Avenue.

**Observations**

1. Segment is identified as a collector, providing local vehicles access to connecting arterials.
2. The restriction of N. 64th Avenue results in N. 66th Avenue being used as a primary route for vehicles travelling between Sheridan St and Stirling Rd.
3. N. 68th Avenue runs parallel to N. 66th Avenue providing similar access, with 4 speed tables located along the segment.
4. Daily volume, vehicle speeds, and pedestrian generators contribute to the need for traffic calming devices.
5. The segment is approximately 1 mile in length with sidewalks provided on both sides.
6. An assessment of appropriate traffic calming devices has determined the only suitable location for a roundabout is Allen St where a 4-way stop controlled intersection currently exists. The abundance of trees, driveways and 50 foot ROW make it not practical to install splitters, chicanes, dividers or other horizontal treatments. Instances of excessive speeds suggest speed tables are a viable option to limit the distance motorists are able to accelerate before needing to adhere to a traffic calming device. Existing speed tables are spaced optimally as a single treatment, although they limit their ability to further enhance the traffic calming effect by adding additional speed tables.

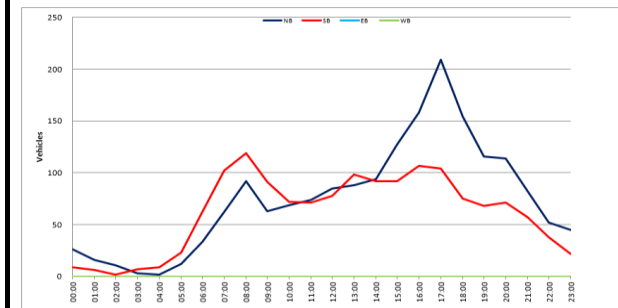
**SEGMENT DESCRIPTION**

Page 2 of 2

<b>Date:</b>	10/20/22 Rev. 3/26/24	<b>Segment ID No.:</b>	4.7	<b>Speed Limit:</b>	30 mph	<b>Directional Split:</b>	55/45 NB/SB
<b>STREET:</b>	N. 66th Avenue	<b>Traffic Count ID No.</b>	4.7.1 - 4.7.6	<b>Posted:</b>	Yes		
<b>From:</b>	Sheridan Street	<b>Jurisdiction:</b>	City	<b>Existing Daily Volume (Avg):</b>	3,451		
<b>To:</b>	Stirling Road	<b>Functional Class:</b>	Collector	<b>85th %ile Speed:</b>	32 mph	<b>Average Speed:</b>	26 mph
<b>Length:</b>	5,260 ft.	<b>Existing TC Devices:</b>	4 Speed Tables	<b>Warrant Score:</b>	8/6/9/9/6/7		

**TRAFFIC CALMING ANALYSIS NOTES (CONTINUED)**

Project #: FL22_140324_003	City: Hollywood
Location: N 66th Ave Bet. Hope St & Raleigh St	Date: 6/28/2022



**RECOMMENDED ACTION**

**Recommendation**

1. Remove two existing speed tables between Perry St. to Franklin St. and McClellan St. to Custer St.
2. Replace pedestrian signal painted crosswalk with a raised crosswalk near Atlanta St.
3. The installation of 5 new speed tables along N. 66th Avenue as follows (referencing street centerlines):
  - #1 speed table - located 400 ft. north of Sheridan Rd. between Hope St. and Raleigh St.
  - #2 speed table - located 440 ft. north of Charleston St. between McClellan St. and Pershing St.
  - #3 speed table - located 440 ft. south of Allen St. between Custer St. and Meade St.
  - #4 speed table - located 440 ft north of Allen St. between Perry St. and Evans St.
  - #5 speed table - located 440 ft south of Stirling Rd. between Franklin St. and Oak St.

The resulting spacing pattern will be as follows.

A. Sheridan St. to speed table #1:	400 ft.
B. Speed table #1 to existing speed table A:	450 ft.
C. Existing speed table A to new raised crosswalk with pedestrian signal:	350 ft.
D. New raised crosswalk with ped. signal to 3-Way Stop at Freedom St.:	370 ft.
E. 3-Way Stop at Freedom St. to existing speed table B:	490 ft.
F. Existing speed table B to 4-Way Stop at Charleston St.:	560 ft.
G. 4-Way Stop at Charleston St. to new speed table #2:	440 ft.
H. New speed table #2 to new speed table #3:	440 ft.
I. New speed table #3 to 4-Way Stop at Allen St.:	440 ft.
J. 4-Way Stop at Allen St. to new speed table #4:	440 ft.
K. New speed table #4 to new speed table #5:	440 ft.
L. New speed table #5 to Stirling Rd.:	440 ft.
	<b>5,260 ft.</b>

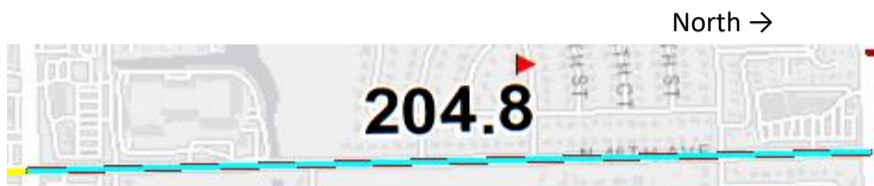
Cross Street	Existing Intersection Controls and	Distances (feet)
<b>STIRLING ROAD</b>		
(Oak St.)		440
Franklin St.		440
Perry St.		440
Evans St.		440
Allen St.		440
Meade St.		440
Custer St.		440
Pershing St.		440
McClellan St.		440
Charleston St.		440
Greene St.		560
Cody St.		
Douglas St.		490
Freedom St.		
Atlanta St.	<b>Raised Crosswalk at Ped. Signal</b>	370
Simms St.		350
Farragut ST.		450
Raleigh St		400
Hope St.		400
<b>SHERIDAN ROAD</b>		
<b>LEGEND</b>		
Traffic Signal		
Pedestrian Signal		
4-Way Stop		
3-Way Stop		
Existing Speed Table		
Proposed Speed Table		
Removal		

**SEGMENT DESCRIPTION**

Page 1 of 1

<b>Date:</b> 10/20/22 Rev. 3/27/24	<b>Segment ID No.:</b> 4.8	<b>Speed Limit:</b> 35 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 46th Avenue	<b>Traffic Count ID No.:</b> 4.8.1 - 3	<b>Posted:</b> Yes	47/53 NB/SB Split
<b>From:</b> Sheridan Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 12,711/10,699/10,719	
<b>To:</b> Stirling Road	<b>Functional Class:</b> Collector	<b>85th %ile Speed (Avg):</b> 43/46/50 (46.5) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 3,800 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 18/21/20	37/40/43 (39.6) mph

**Segment Map:**



**Existing Intersection Controls:**

North →



**Legend**

Intersection Control Type	Other
2 way stop EW	Stop Sign
2 way stop NS	Traffic Circle Stop
3 way Stop	Traffic Circle Yield
4 way stop	Traffic Signal
Dead-End Treatment	Yield
	Cities

**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

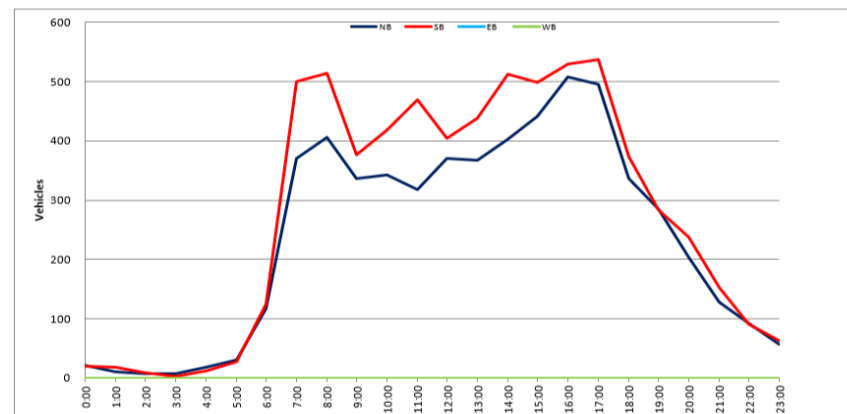
Looking north near St Andrews Rd.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen has expressed concern of motorists driving recklessly and speeding along N. 46th Avenue, noting pedestrians attempting to cross the street cannot do so safely.
2. Crash history not especially high despite speed profile.
3. Field data indicates very high speeds on this segment, higher Towards the south, and 8 to 15 mph (85th) over 35 mph speed limit.
4. Few options for physical horizontal calming, mainly roundabout, given street trees, poles, and segments with driveways.
5. Consideration given to roundabouts at N. 35th St. and Casper St. in long free-flow section, but 4 lane N-S footprints do not fit well and affect trees. Pedestrian/golf cart crossing at Casper St. is also a complication. Given the four-lane roadway and volumes, a roundabout should have an interior radius of at least 30 feet like the roundabout at Garfield St./N. 35th Ave.; this size does not fit well.

Project #: FL22_140170_127	City: Hollywood
Location: N 46th Ave S/O Casper Ct	Date: 5/31/2022



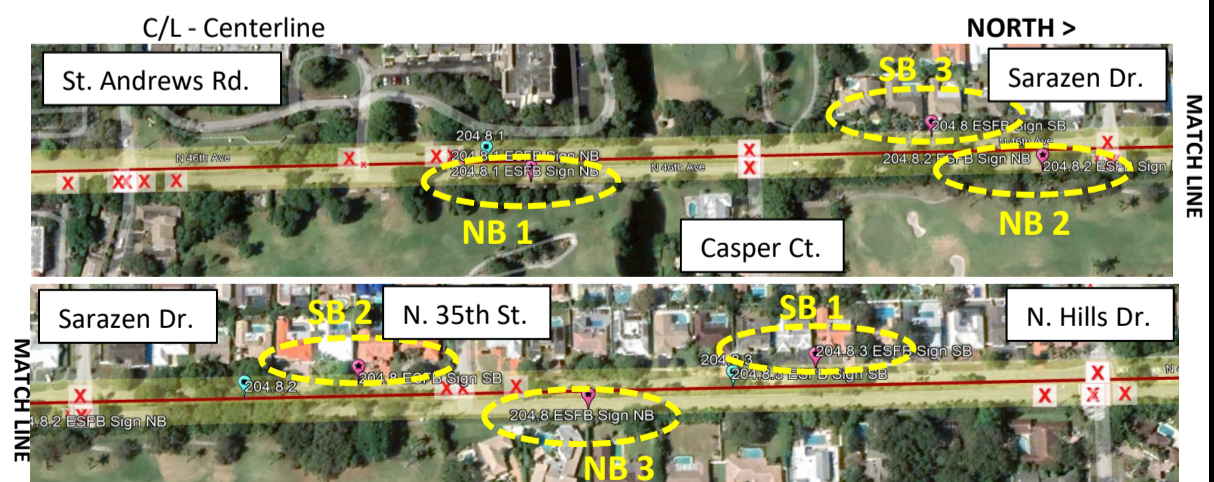
6. Area of concern is between signals at North Hills Dr. and St. Andrews Rd., a length of 3,800 feet. The signals act as alternating Two-Way Stop Signs which interrupt north-south traffic flow.
6. As a result, Electronic Speed Feedback Signs are recommended between the two signals.

**RECOMMENDED ACTION**

1. Electronic Speed Feedback (ESFB) signs are proposed in both directions of travel. Spacings of 1,000 (3 ESFB signs each way) and 1,500 feet (2 ESFB signs each way) were considered. These distances are equivalent to separations between signs at 35 mph of about 30 seconds and 20 seconds, respectively. To avoid reducing the effectiveness of the signs, it was determined to use the 1,500-foot spacing with 2 ESFB signs in each direction. The resulting placements, after avoiding numerous shaded installation locations, are as follows:

- o NB St. Andrew Rd. C/L to ESFB sign NB1 785 ft.  
Sign NB 1 to Sign NB 2 1,010 ft.  
Sign NB 2 to Sign NB 3 1,065 ft.  
Sign NB 3 to N. Hills Dr. C/L 940 ft.
- o SB N. Hills Dr. C/L to Sign SB 1 525 ft.  
Sign SB 1 to Sign SB 2 845 ft.  
Sign SB 2 to Sign SB 3 860 ft.  
Sign SB 3 to St. Andrews Rd. C/L 1,570 ft.

Note: Relocate 35 MPH speed limit sign at location of proposed SB ESFB sign 3 near Casper Ct. 500 feet south at the canal crossing to reinforce the speed limit further south.



**SEGMENT DESCRIPTION**

Page 1 of 2

<b>Date:</b> 10/20/22 Rev. 3/28/24	<b>Segment ID No.:</b> 4.10	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 56th Avenue	<b>Traffic Count ID No.:</b> 4.10.1 - 3	<b>Posted:</b> Yes	51/49 NB/SB Split
<b>From:</b> Sheridan Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 13,609/13,708/12,795	
<b>To:</b> Stirling Road	<b>Functional Class:</b> Collector	<b>85th %ile Speed (Avg):</b> 39/42/42 (41.2) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 5280 feet	<b>Existing TC Devices:</b> None.	<b>Warrant Score:</b> 19/21/19	33/36/33 (34) mph

**Segment Map:**



**Existing Intersection Controls:**

North →



**Existing Traffic Calming Devices:**

- No traffic calming devices on this segment.
- Bicycle lanes recently installed.
- 15 MPH School Xing zone near Douglas St.
- 15 MPH School Zone NB near N. Hills Dr. but no similar SB posting south of Stirling Rd. for Stirling Elem. School.

**Typical Segment Image:**

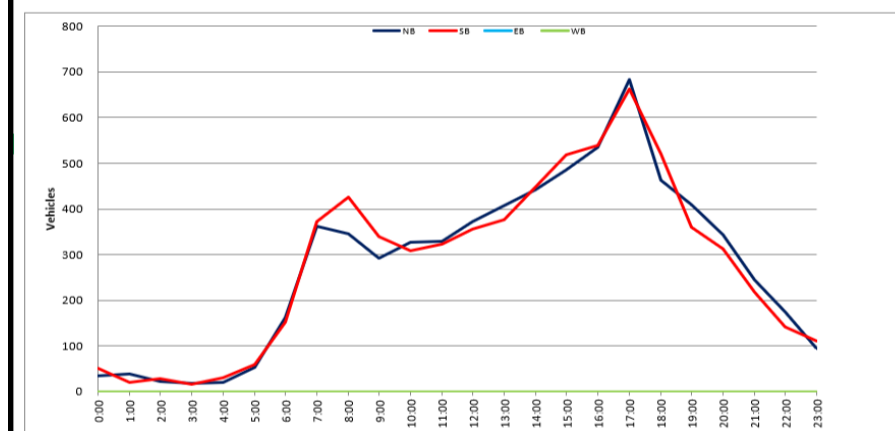
Looking north at the segment midpoint at 3190 N. 56th Ave., showing the recently installed bicycle lanes, unbuffered at this location.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern of motorists travelling over the speed limit and endangering local wildlife and pedestrians.
2. Crash history not especially high despite speed profile.
3. Field data indicates very high speeds on this segment, higher at 9 to 12 mph (85th) over 30 mph speed limit. Average speeds are 34 mph vs. posted 30 mph. School zone (15 mph) near Douglas St.
4. Given traffic volume and collector status, vertical traffic calming not preferred. Bicycle lanes must interface with traffic calming.
5. Few options for physical horizontal calming, mainly roundabout, given street trees, poles, and segments with driveways.
6. The two-lane roadway has high volumes and no interruptions to traffic flow over the mile-long segment except for the school X-ing. Also, segment has a mostly open, rural feel in which motorists are enticed to speed. Traffic is not fully compliant with Stirling Elem. Zone.
7. Conditions call for physical traffic calming to materially affect speeds. After review, roundabouts appear feasible at N. Hills Dr. and at Douglas St. These are roughly at 1/3 points in the segment.
8. Given conditions, roundabouts should have interior diameters of about 48 feet, like the roundabout at 35th Ave./Garfield St. (see page 2).
9. N. Hills Dr. at N. 56th Ave. may also be a candidate for a traffic signal, but

Project #: FL22_140170_131	City: Hollywood
Location: N 56th Ave N/O Simms St	Date: 5/10/2022



a signal warrant study would need to be conducted. Traffic signal and roundabout options should have a traffic analysis conducted to confirm adequate traffic service.

**RECOMMENDED ACTION**

1. Installation of roundabouts is proposed at Douglas St. and at N. Hills Drive; at the latter, City and County would consider a traffic signal, if warranted. Bicycle lanes are treated with raised dividers from traffic through the roundabout. Some jurisdictions end bicycle lanes at the roundabout and force shared movement through the roundabout; however, the separated configuration is proposed here as a safer approach. Treatments shown are conceptual to demonstrate how the roundabout footprint would fit; actual design configuration may vary in details. Effort was made to avoid electric transmission lines, but some minor utility work may be needed: relocation of light poles, hydrants, etc.
2. To augment the traffic calming effect of the roundabouts, two ESFB signs are proposed in the middle of the segment one each NB and SB.
3. Install 30 MPH speed limit sign southbound just south of Stirling Rd.
4. Install 15 MPH School Zone - When Flashing module southbound south of Stirling Rd. to match the NB installation south of N. Hills Dr.



**SEGMENT DESCRIPTION**

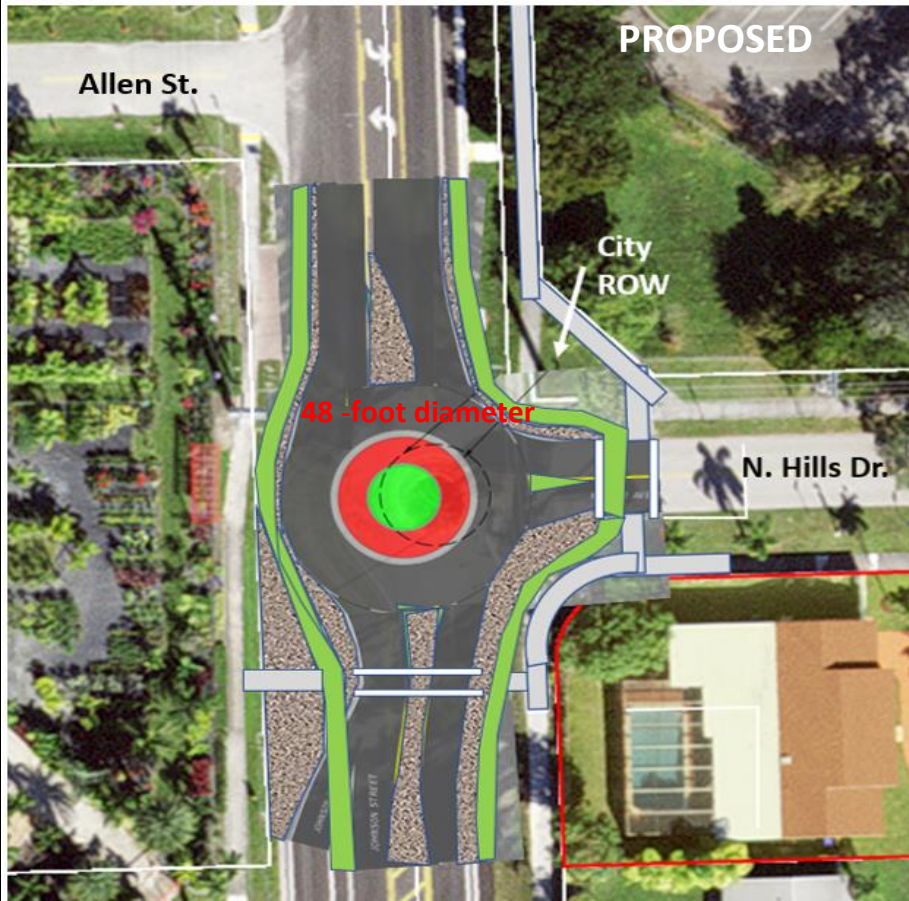
Page 2 of 2

<b>Date:</b>	10/20/22 Rev. 3/28/24	<b>Segment ID No.:</b>	4.10	<b>Speed Limit:</b>	30 mph	<b>Directional Split:</b>	
<b>STREET:</b>	N. 56th Avenue	<b>Traffic Count ID No.:</b>	4.10.1 - 3	<b>Posted:</b>	Yes	<b>51/49 NB/SB Split</b>	
<b>From:</b>	Sheridan Street	<b>Jurisdiction:</b>	City	<b>Existing Daily Volume:</b>	13,609/13,708/12,795	<b>Average Speed (Avg):</b>	
<b>To:</b>	Stirling Road	<b>Functional Class:</b>	Collector	<b>85th %ile Speed (Avg):</b>	39/42/42 (41.2) mph		
<b>Length:</b>	5280 feet	<b>Existing TC Devices:</b>	None	<b>Warrant Score:</b>	19/21/19		33/36/33 (34) mph

**RECOMMENDED ACTION**

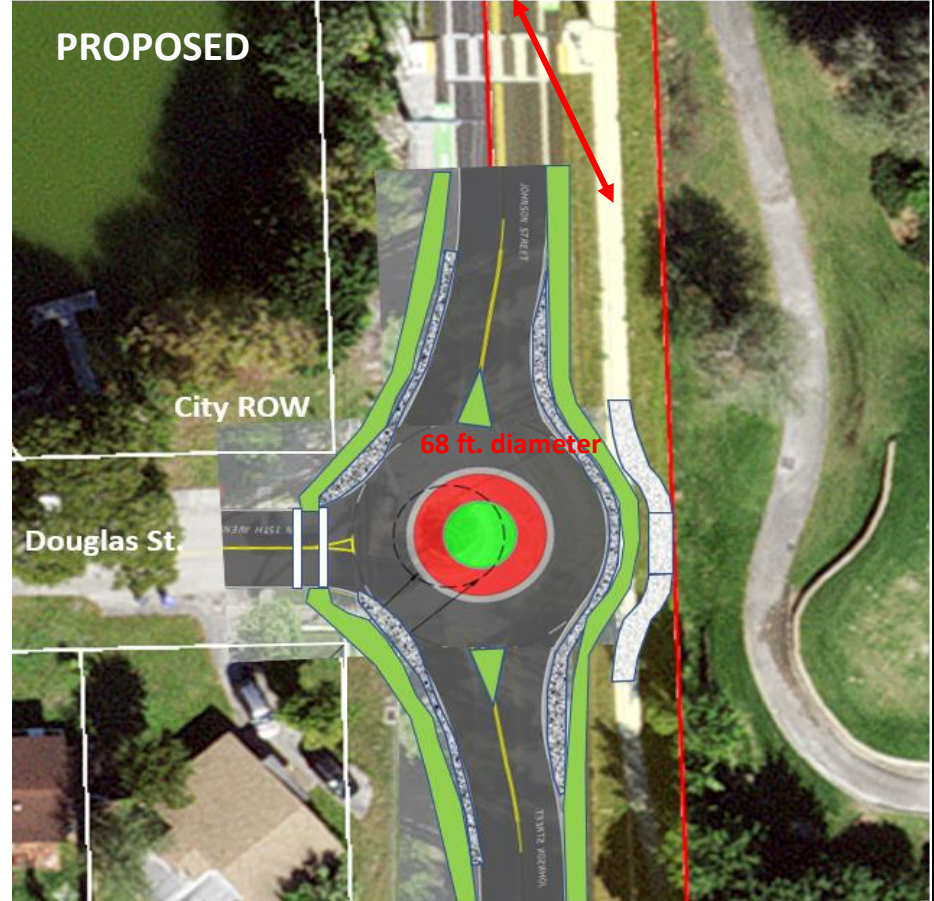
**N. Hills Drive Roundabout**

^ NORTH



**Douglas Street Roundabout**

^ NORTH



**EXISTING**



Garfield St.

48-foot diameter

N. 35th Ave.



**EXISTING**

**Northbound ESFB Sign:**

500 feet south of N. Hills Drive centerline

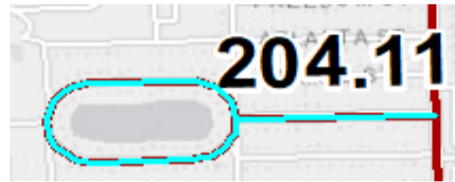
**Southbound ESFB Sign:**

500 feet north of Douglas Street centerline

**SEGMENT DESCRIPTION**

<b>Date:</b> 10/20/22 Rev. 3/28/24	<b>Segment ID No.:</b> 4.11	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> Playland Estates Area	<b>Traffic Count ID No.</b> 4.11.1 - 3	<b>Posted:</b> No.	46/54 EB/WB Split
<b>From:</b> N. 56th Avenue	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 1,100/1,984/1,062	
<b>To:</b> N. 59th Terrace	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 30/33/31 (31.1) mpg	<b>Average Speed (Avg):</b>
<b>Length:</b> 2,570 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 4/8/7	23/25/22 (23.5) mph

**Segment Map:**



**Existing Intersection Controls:**

Stop signs on east end, west end of entrance road, east ends of both N. and S. Farragut Dr. (2 each), and west end of N. Farragut Dr.

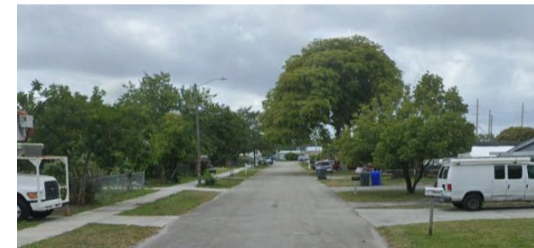


**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

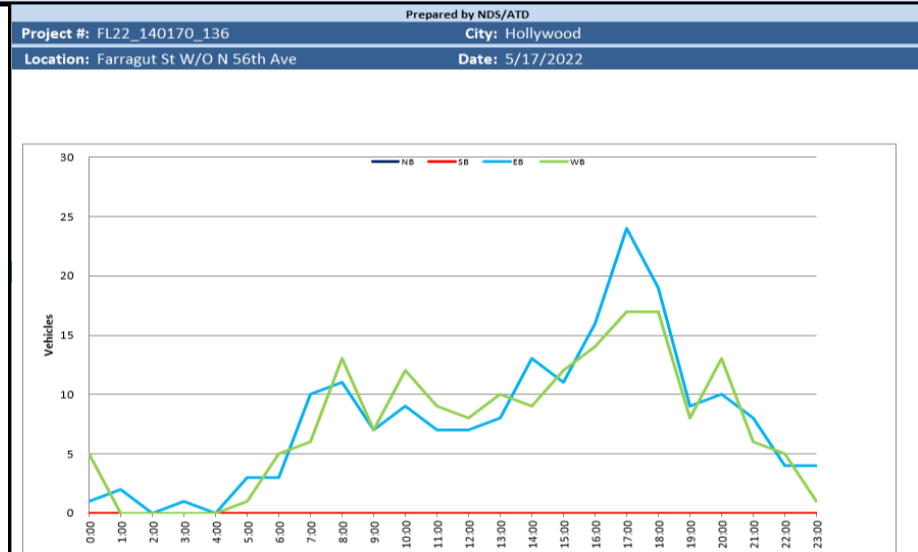
**Typical Segment Image:**

Looking west on N. Farragut Dr. midblock between N. 58th Ave. and N. 59th Terrace.



**TRAFFIC CALMING ANALYSIS NOTES**

- 1: Citizen Comment: Citizen expressed concern of vehicles speeding in the Playland Estates area along Farragut Drive. Citizen noted requesting the possibility of a speed hump being installed.
2. Speeding excess was noted on S. Farragut Dr. with a westbound bias. and on Farragut St. between N. 56th and N. 58th Avenues. The latter subsegment is a confined corridor.
3. No high crash pattern was observed.
4. Speed tables are proposed to moderate traffic speeds.



**RECOMMENDED ACTION**

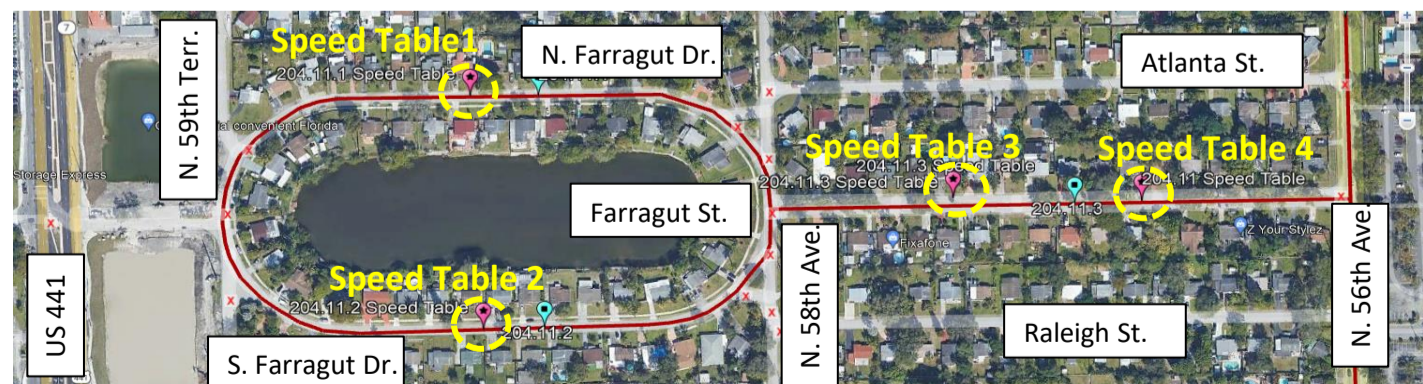
1. Install 4 speed tables as shown below:
  - #1 Midblock on N. Farragut Dr. at 5900/5901
  - #2 Midblock on S. Farragut Dr. at 5840/5841
  - #3 370 feet east of N. 58th Ave. centerline at 5714/5716
  - #4 420 feet west of N. 56th Ave. centerline at 5630/5631

**Resulting traffic calming spacing:**

- |  |         |        |
|--|---------|--------|
| o Farragut St. @ US 441 to N./S. Farragut Dr.        | 330 ft. |        |
| o N. and S. Farragut Dr. to Speed Table 1 or 2       | 650 ft. |        |
| o Speed Table 1 or 2 to Farragut St. at N. 58th Ave. | 750 ft. |        |
| o N. 58th Ave. to Speed Table 3                      | 370 ft. | ^North |
| o Speed Table 3 to Speed Table 4                     | 380 ft. |        |
| o Speed Table 4 to N. 56th Ave.                      | 420 ft. |        |

NOTE: Farragut St. between N. 56th Ave. and N. 58th Ave. is a divided street with twin 14-foot roadways. Thus, two smaller speed tables will be required for locations 3 and 4.

Sidewalks are absent along Farragut St. (N. 56th Ave. to N. 58th Ave.) and on the outside of N. and S. Farragut Drives. Consideration should be given to installation of additional sidewalk coverage.

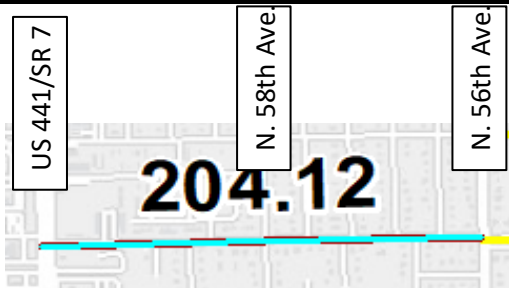


**SEGMENT DESCRIPTION**

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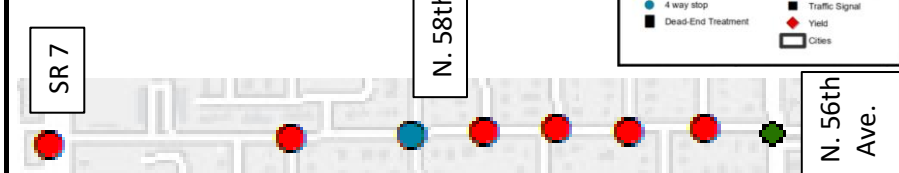
<b>Date:</b> 10/20/22 Rev. 4/2/24	<b>Segment ID No.:</b> 4.12	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b> 45/55 EB/WB Split
<b>STREET:</b> W. Park Road	<b>Traffic Count ID No.</b> 4.12.1 - 2	<b>Posted:</b> Yes.	
<b>From:</b> SR 7	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 5,571/5,276	
<b>To:</b> N. 56th Avenue	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 35/36 (35.7) mph	<b>Average Speed (Avg):</b> 29/29 (29.2) mph
<b>Length:</b> 2,630 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 12/15	

**Segment Map:**



**Existing Intersection Controls:**

Stop signs on east end, west end, and at N. 58th Ave.



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

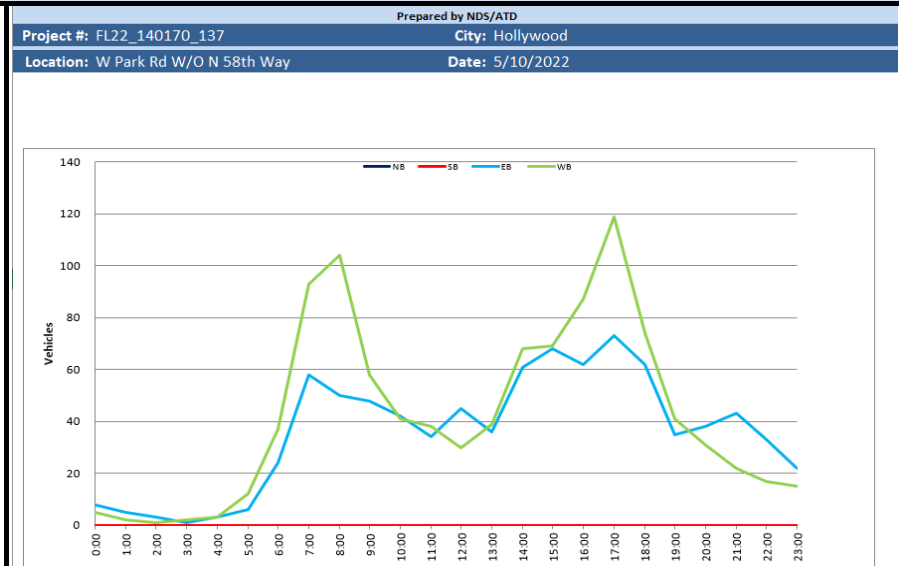
**Typical Segment Image:**

Looking east at midblock between SR 7 and N. 58th Way.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed interest in the possibility of a speed bump being installed along W. Park Rd. near N. 58th Avenue. Citizen expressed concern of vehicles speeding and feeling unsafe when walking outside.
2. Moderate crash intensity but focused at SR 7 and N. 56th Ave. terminii.
3. Despite a 2-Way Stop control midsegment, both subsegments experience high 85th-%ile speeds of 35-36 mph, with average speed almost 30 mph. 42-55% of traffic exceeds 30 mph, depending on the day and location.
4. 4-6% of traffic exceeded 40 mph, with most under 45 mph, but a share ranging from 46-54 mph.
5. Frequent drives, street trees and other features preclude horizontal traffic calming. As a result, two pairs of speed tables are recommended.



**RECOMMENDED ACTION**

1. Install two speed tables on either side of N. 58th Ave. 2-Way Stop, for a total of four in this segment:

- #1 In front of 5935 W. Park Rd., 390 feet west of N. 58th Way centerline.
  - #2 Adjacent to sideyard of 1929 N. 58th Way, 55 feet east of N. 58th Way centerline.
  - #3 90 feet west of N. 57th Terrace centerline, adjacent to 5750/5743 property lines.
  - #4 Between N. 56th Way and N. 57th Ave. T-intersections.
- o Proposed speed table spacing west to east: shown at right.

SR 7 C/L to Speed Table 1:	485 ft.
Speed Table 1 to Speed Table 2:	440 ft.
Speed Table 2 to 2-Way Stop:	405 ft.
2-Way Stop to Speed Table 3:	370 ft.
Speed Table 3 to Speed Table 4:	465 ft.
Speed Table 4 to N. 56th Ave. C/L:	465 ft.
<b>TOTAL</b>	<b>2,630 ft.</b>

^ North

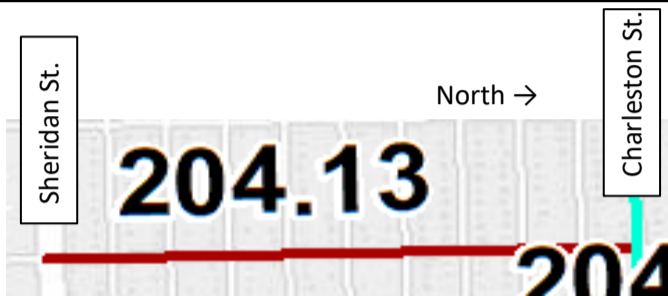


**SEGMENT DESCRIPTION**

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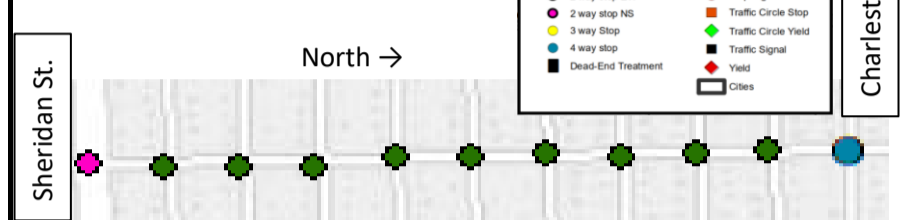
<b>Date:</b> 10/20/22 Rev. 4/2/24	<b>Segment ID No.:</b> 4.13	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 67th Avenue	<b>Traffic Count ID No.</b> 4.13.1 - 2	<b>Posted:</b> Yes	52/48 NB/SB Split
<b>From:</b> Sheridan Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 1,694/1,629	
<b>To:</b> Charleston St	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 34/35 (34.3) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 2,650 feet	<b>Existing TC Devices:</b> Speed tables (2)	<b>Warrant Score:</b> 11/12	27/28 (27.9) mph

**Segment Map:**



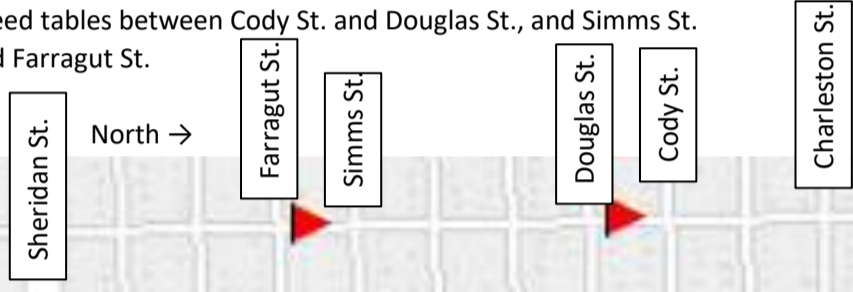
**Existing Intersection Controls:**

Stop signs at both north and south ends.



**Existing Traffic Calming Devices:**

Speed tables between Cody St. and Douglas St., and Simms St. and Farragut St.



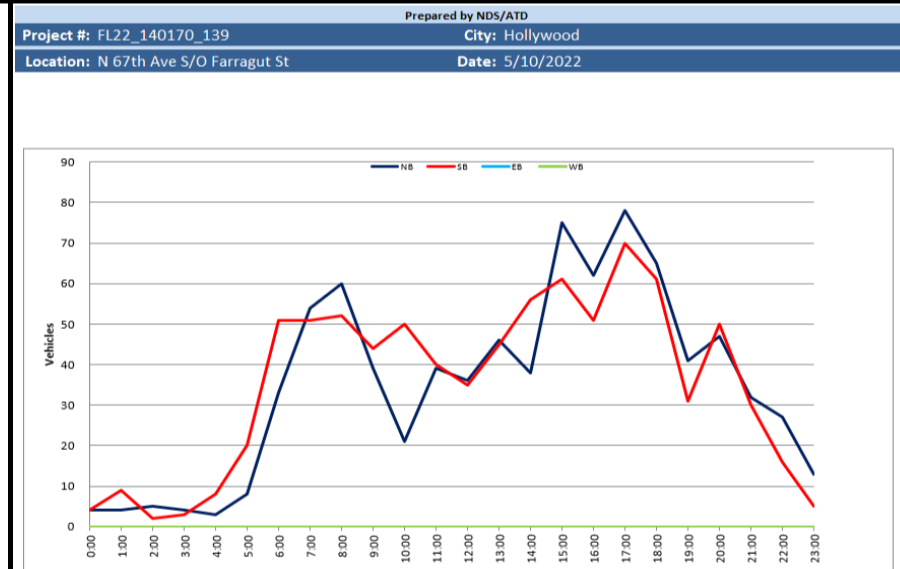
**Typical Segment Image:**

Looking north at midblock between Hope St. and Raleigh St.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen has requested speed bumps are implemented in the Driftwood Area between 67th Avenue and Charleston Street.
2. Crash history is above average across segments being studied.
3. Moderate speeding issue with 85th-%ile speed 4+ mph over 30 MPH posted speed limit occurring away from two existing speed tables.
4. Street trees, driveways, and utility poles restrict other options.
5. It is proposed to install two additional speed tables as shown below.



**RECOMMENDED ACTION**

1. Install two additional speed tables for a total of four in this segment:
  - #1 95 feet south of Raleigh St. between Sheridan St. and southmost existing speed table.
  - #2 150 feet south of Freedom St. between the two existing speed tables.
  - o Existing speed table spacing south to north: 920 ft./1,070 ft./660 ft.
  - o Proposed speed table spacing south to north: 445 ft./475 ft./550 ft./520 ft./660 ft.
2. Consider installing a 30 MPH speed limit sign southbound just south of Charleston St.

NORTH>

