

SEGMENT DESCRIPTION

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Date: 10/20/22 Rev. 04/08/24	Segment ID No.: 5.1	Speed Limit: 30 mph	Directional Split:
STREET: Atlanta Street	Traffic Count ID No.: 5.1.1 - 3	Posted: No	57/43 EB/WB Split
From: Davie Road Extension	Jurisdiction: City	Existing Daily Volume: 374/245/216	
To: N. 73rd Terrace	Functional Class: Local	85th %ile Speed (Avg): 29/31/27 (28.9) mph	Average Speed (Avg):
Length: 2,620 feet	Existing TC Devices: None.	Warrant Score: 4/7/7	21/24/20 (22) mph

Segment Map:



Existing Intersection Controls:

Stop signs at NW 78th Ave. at west end and east end at NW 74th Ave. Also, E-W two-way stop at NW 77th Ave and NW 75th Ave.



Existing Traffic Calming Devices:

None.

Typical Segment Image:

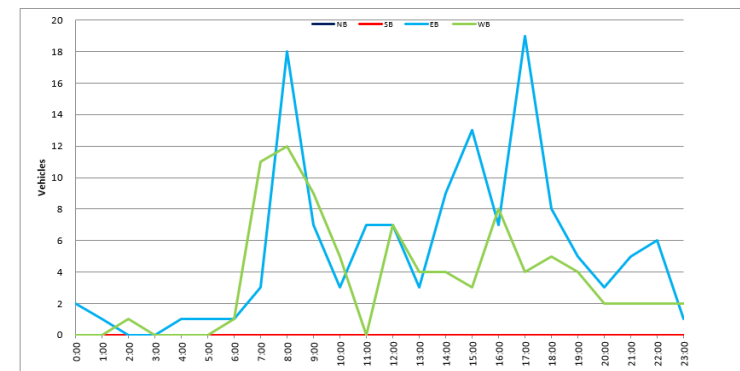
Looking east near the NW 77th Ave intersection.



TRAFFIC CALMING ANALYSIS NOTES

- 1: Citizen Comment: Citizen expressed concerns of vehicles speeding along Atlanta Street including during school hours.
2. Not a high crash rate segment and volumes are relatively low traffic. Traffic speeds appear to be within norms, with some higher speeds in the midsection.
3. NOTE: Existing School Zone flashing lights at both ends appear partially obscured by vegetation on GoogleEarth. Eastbound location is just east of NW 77th Ave. and westbound location is just west of NW 75th Ave. Photos to the right show the apparent issues. Palm tree trimming/ relocation/removal is needed.

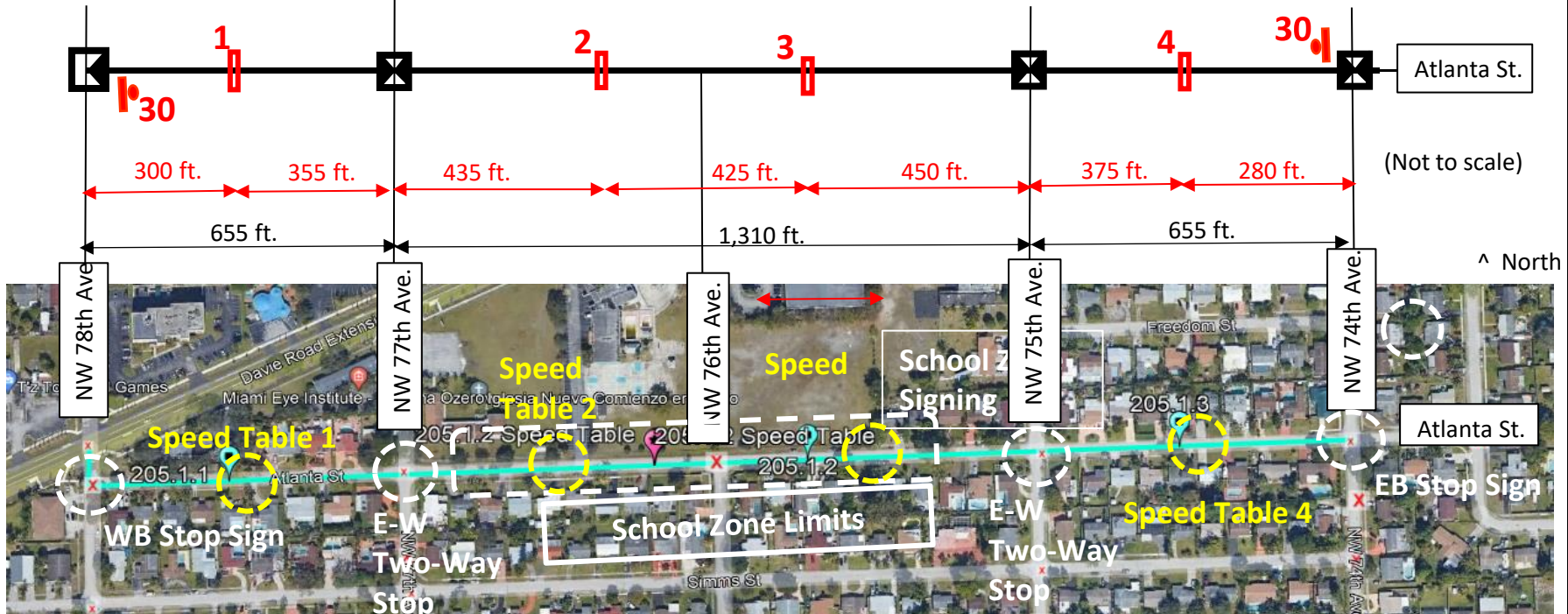
Project #: FL22_140170_141
Location: Atlanta St E/O N 78th Ave
Prepared by NDS/ATD
City: Hollywood
Date: 5/10/2022



RECOMMENDED ACTION

1. Install four speed tables as shown below. Note: Speed Tables 2 and 3 are located within the limits of the 15 MPH School Speed Zone; their installation is conditional on Broward County Traffic Engineering review of this school speed zone.
2. Install 30 MPH Speed Limit signs at either end of the segment.

- o Speed Table 1: 355 feet west of NW 77th Ave. at 7740 Atlanta St.
 - o Speed Table 2: 435 feet east of NW 77th Ave. at 7630 Atlanta St.
 - o Speed Table 3: 450 feet west of NW 75th Ave. at 7570 Atlanta St.
 - o Speed Table 4: 375 feet east of NW 75th Ave. at 7440/7441 Atlanta St.
- Resulting spacing of speed tables and Stop controls are shown below.

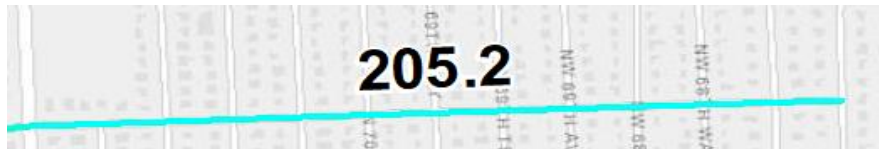


SEGMENT DESCRIPTION

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Date: 10/20/22 Rev. 04/08/24	Segment ID No.: 5.2	Speed Limit: 30 mph	Directional Split:
STREET: Buchanan Street	Traffic Count ID No. 5.2.1 - 2	Posted: No.	58/42 EB/WB Split
From: N.67th Avenue	Jurisdiction: City	Existing Daily Volume: 2961/2190	
To: N. 72nd Avenue	Functional Class: Local	85th %ile Speed (Avg): 35/32 (33.4) mph	Average Speed (Avg):
Length: 3,025 feet	Existing TC Devices: None.	Warrant Score: 13/10	28/23 (25.7) mph

Segment Map:



Existing Intersection Controls:

Stop signs on west end, east end, and N. 70th Ave. (Two-way Stop E-W)



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

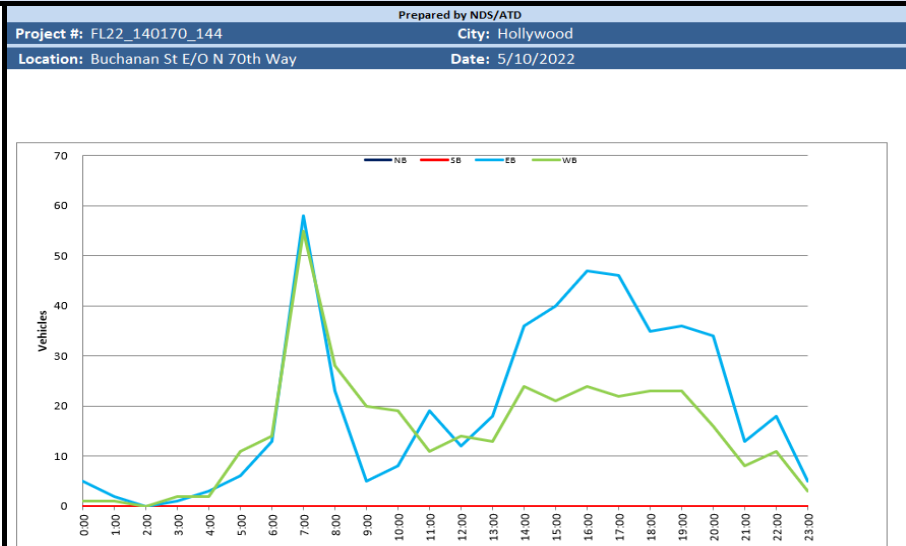
Typical Segment Image:

Looking east at midblock between N 71st Terrace and N 71st Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen noted 4 accidents along N. 72nd Avenue near Buchanan Street and has expressed concerns of vehicles speeding in the area. Citizen requested the addition of a speed bump or speed detection. 4-Feb
2. Peak hour peaks suggest this segment is used as a bypass route. Some excessive speeds found in counts on some days.
3. Most of segment has minimal crash history. However, N. 68th Way and N. 68th Ave. at the east have a number of right angle crashes, which could result from excessive speeds on Buchanan St. Also, west end at N. 72nd Ave. has 12 crashes, 9 of which were right angle. This could be the result of higher speeds on N. 72nd Ave., and possibly low hanging tree limb on NE corner. Long-term consider roundabout at this location if speeds on N. 72nd Ave. are found excessive.
4. Proposed action is installation of five speed tables on Buchanan St.



RECOMMENDED ACTION

1. Install five speed tables as listed to the right and illustrated below.

Speed Table 1: 75 ft. west of N. 71st Ave. C/L
 Speed Table 2: 95 ft. east of N. 70th Way. C/L
 Speed Table 3: 60 ft. west of N. 69th Terr.
 Speed Table 4: 115 ft. east of N. 69th Ave. C/L
 Speed Table 5: 80 ft. east of N. 68th Way C/L



MUTCD W2-4 C/L Centerline

N. 72nd Ave. C/L to Speed Table 1: 435 ft.
 Speed Table 1 to Speed Table 2: 415 ft.
 Speed Table 2 to 2-Way Stop at N. 70th Ave. 410 ft.
 2-Way Stop at N. 70th Ave. to Speed Table 3: 440 ft.
 Speed Table 3 to Speed Table 4: 430 ft.
 Speed Table 4 to Speed Table 5: 460 ft.
 Speed Table 5 to N. 67th Ave. C/L: 435 ft.

TOTAL 3,025 ft.

^ North

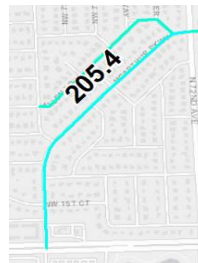


SEGMENT DESCRIPTION

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Date: 10/20/22 Rev. 04/09/24	Segment ID No.: 5.4	Speed Limit: 30 mph	Directional Split:
STREET: McArthur Parkway	Traffic Count ID No. 5.4.1 - 2	Posted: Yes, at Taylor St.	52/48 NB/SB Split
From: N. 72nd Avenue	Jurisdiction: City	Existing Daily Volume: 1,753/1,004	
To: Hollywood/Pines Blvd.	Functional Class: Local	85th %ile Speed (Avg): 34/28 (31) mph	Average Speed (Avg):
Length: 2655 feet	Existing TC Devices: Yes	Warrant Score: 11/7	27/22 (24.8) mph

Segment Map:



Existing Intersection Controls:

Stop sign on east end.
Traffic signal on south end.

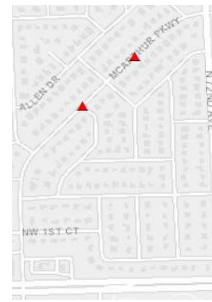


Existing Traffic Calming Devices:

Two speed tables near the Hulmes Terrace intersection.
Median treatment at Taylor St.



Taylor St. Intersection



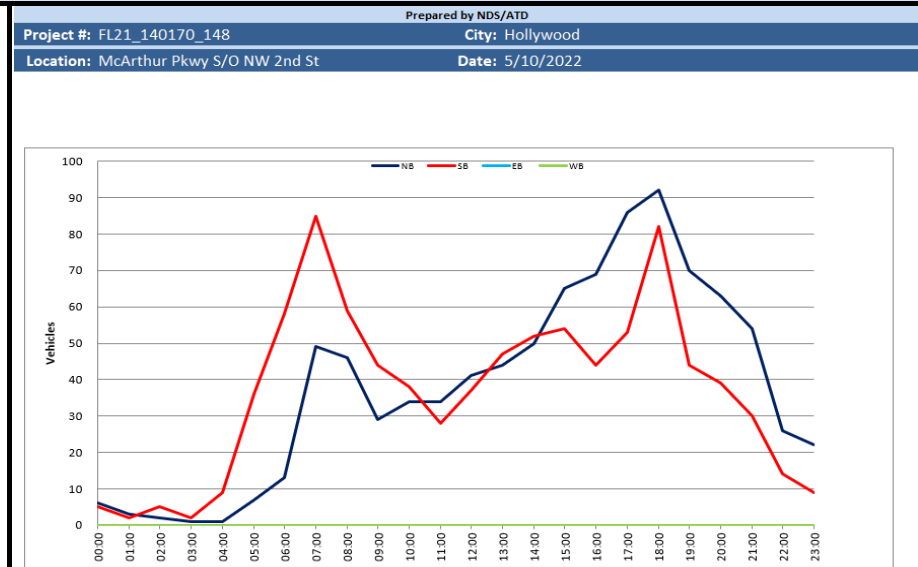
Typical Segment Image:

Looking southwest at midblock between N. 72nd Terrace and Hulmes Terrace.



TRAFFIC CALMING ANALYSIS NOTES

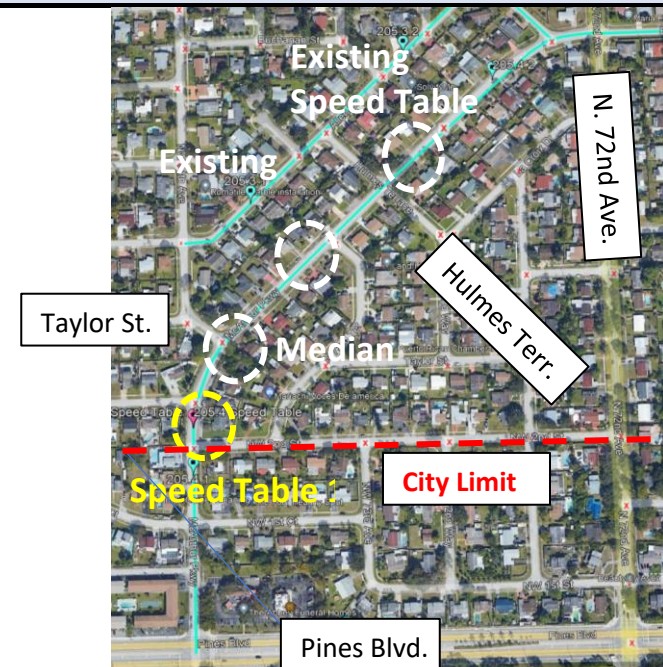
1. No Citizen Comment.
2. Center two-way-left-turn-lane helps create a more inviting setting for excessive speeds south of Taylor St.
3. Two existing speed tables on either side of Holmes Terr. and median treatment at Taylor St. (see image above) have moderated traffic speeds on the eastern part of the segment per traffic count 205.4.2.
4. Count 205.4.1 showed higher speeds (85th-ile speed of 34 mph and 32-37% of traffic over 30 mph as posted).
5. Median treatment and "tear-drop" island on Taylor St. appear to inhibit the southbound-to-eastbound left turn somewhat, but autos are able to maneuver, so no action is proposed.
6. Existing speed tables are properly signed and marked, except for missing SB sign for north table, and vegetation hiding NB sign for north table.
7. Additional traffic calming proposed south of Taylor St. in the form of one additional speed table.



RECOMMENDED ACTION

1. Install one speed table 90 feet south of Polk St.
Note that this location is just north of the City Limits with Pembroke Pines at N. 2nd St.
2. Resulting spacing of traffic calming features will be as follows:

Pines Blvd. centerline to new Speed Table 1:	730 ft.
New Speed Table 1 to Median feature:	220 ft.
Median feature to existing speed table:	425 ft.
Existing speed table to existing speed table:	550 ft.
Existing speed table to N. 72nd Ave.	730 ft.
TOTAL	2,655 ft.
3. Replace missing Speed Table Ahead sign and check vegetation, both actions at the northern table.

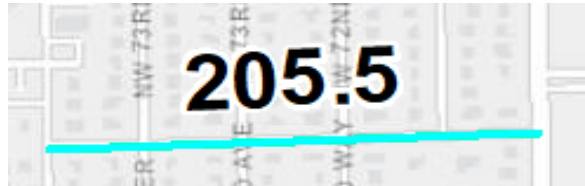


SEGMENT DESCRIPTION

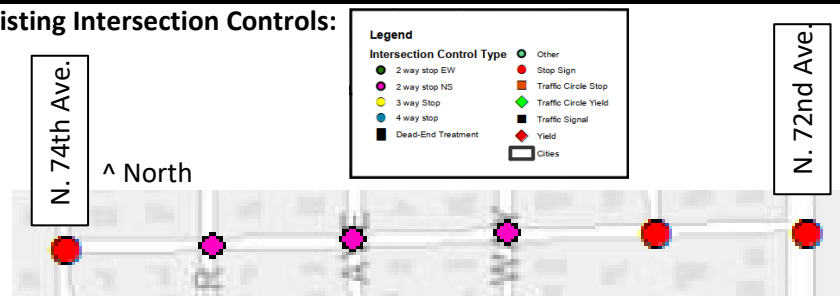
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Date: 10/20/22 Rev. 04/09/24	Segment ID No.: 5.5	Speed Limit: 30 mph	Directional Split:
STREET: Cody Street	Traffic Count ID No. 5.5.1 - 1	Posted: No	49/51 EB/WB Split
From: N. 72nd Avenue	Jurisdiction: City	Existing Daily Volume: 345	
To: N. 74th Avenue	Functional Class: Local	85th %ile Speed (Avg): 32 (32.1) mph	Average Speed (Avg):
Length: 1,300 feet	Existing TC Devices: None	Warrant Score: 7	25 (24.8) mph

Segment Map:



Existing Intersection Controls:



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

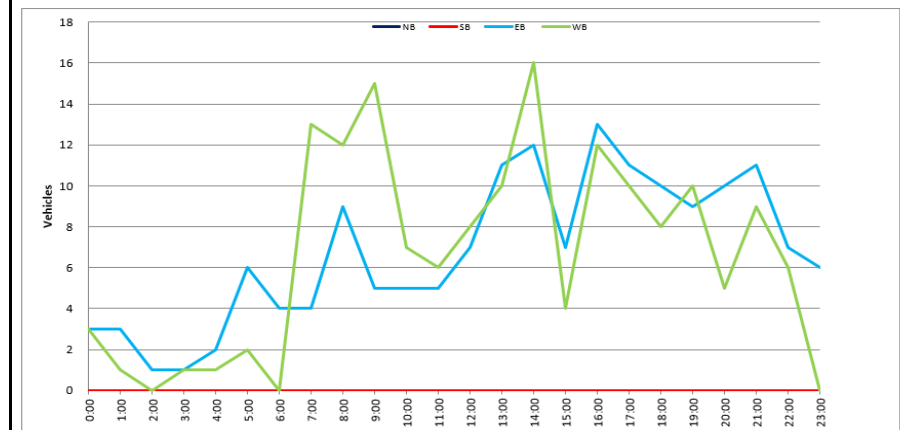
Looking east from the W 72nd Way intersection.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen requested speed humps be installed along Cody Street between N. 74th Avenue and N. 72nd Avenue.
2. No excessive crash history.
3. Speed profile slightly elevated over target of 30 mph for 85th-ile speed at 32 mph. Composed a share of traffic (11-17%) with speeds of 30-34 mph) and 6-7% exceeding 35 mph.
4. Some indication of peak hour westbound cut-through traffic, and with higher speeds.
5. Recommend speed tables to moderate speeds.

Prepared by NDS/ATD
Project #: FL22_140170_150 City: Hollywood
Location: Cody St E/O N 73rd Ave Date: 5/31/2022



RECOMMENDED ACTION

1. install two speed tables as follows:

- o Speed table 1: 65 feet west of N. 73rd Ave. centerline
- o Speed table 2: 80 feet east of N. 72nd Way centerline

2. Resulting spacing will be as follows:

N. 74th Ave. centerline to new Speed Table 1:	455 ft.
New Speed Table 1 to new Speed Table 2:	415 ft.
New Speed Table 2 to N. 72nd Ave. centerline:	440 ft.
TOTAL	1,300 ft.

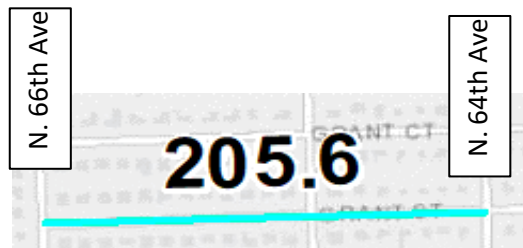


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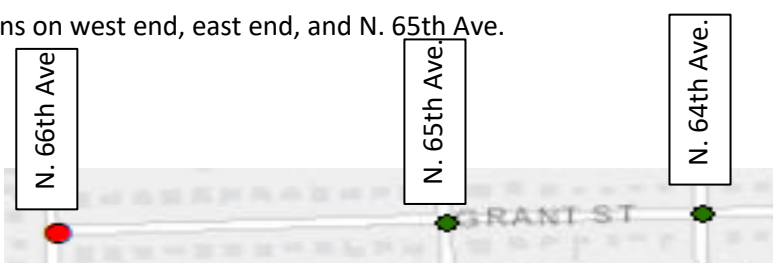
Date: 10/20/22 Rev. 04/09/24	Segment ID No.: 5.6	Speed Limit: 30 mph	Directional Split:
STREET: Grant Street	Traffic Count ID No. 5.6.1 - 1	Posted: No	56/44 EB/WB Split
From: N. 64th Avenue	Jurisdiction: City	Existing Daily Volume: 183	
To: N. 66th Avenue	Functional Class: Local	85th %ile Speed (Avg): 30 (29.6) mph	Average Speed (Avg):
Length: 1,295 feet	Existing TC Devices: None	Warrant Score: 10	22 (22.2) mph

Segment Map:



Existing Intersection Controls:

Stop signs on west end, east end, and N. 65th Ave.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

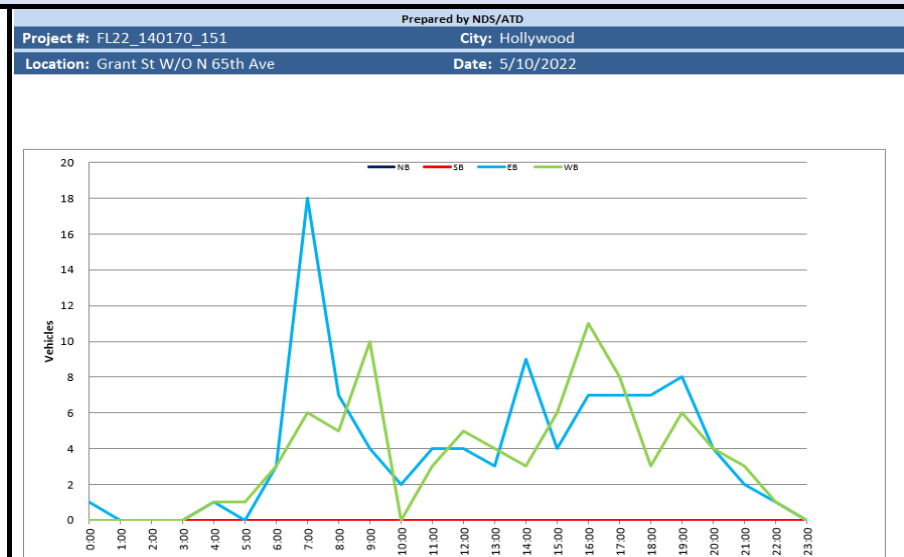
Typical Segment Image:

Looking east at midblock between N. 66th Ave. and N. 65th Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen requested the section segment of Grant Street between N. 64th Avenue and N. 66th Avenue to be investigated to determine if traffic calming devices are warranted.
2. Segment scored points based on crashes which are concentrated at east end at N. 64th Ave. intersection. Street trees on east side may be restricting sight distance somewhat on the westbound approach outside the subject segment. No significant crash issues within the segment.
3. Also scored points for no sidewalks and ped. generators nearby.
4. Traffic volume is low and speeding issue is marginal.
5. Given lack of sidewalks, and some evidence of cut-through traffic, it is proposed to install a speed table.



RECOMMENDED ACTION

1. Install one speed table between N. 66th Ave. and N. 65th Ave. as follows:
 - o Speed table 1:
 - 420 feet east of N. 66th Ave. centerline (C/L)
 - 365 feet west of N. 65th Ave. C/L
 - in front of 6541/6550 Grant St.
2. Resulting spacing is as follows:

N. 66th Ave. centerline to new Speed Table 1:	420 ft.
New Speed Table 1 to 2-Way Stop control at N. 65th Ave. C/L:	365 ft.
2-Way Stop control at N. 65th Ave. C/L to N. 64th Ave. C/L:	510 ft.
TOTAL	1,295 ft.



SEGMENT DESCRIPTION

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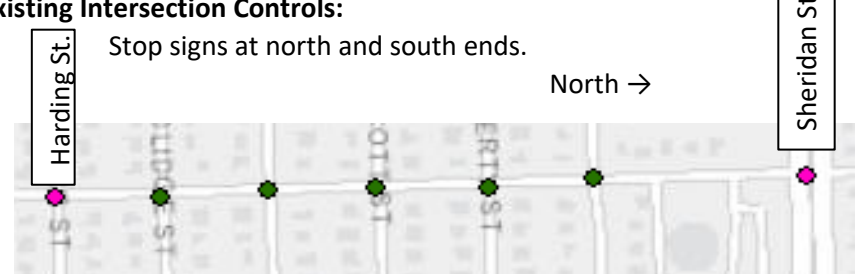
Date: 3/13/2023 Rev. 4/10/23	Segment ID No.: 5.7	Speed Limit: 30 mph	Directional Split:
STREET: N. 69th Avenue	Traffic Count ID No.: 5.7.1 - 2	Posted: Yes	38/62 NB/SB Split
From: Harding Street	Jurisdiction: City	Existing Daily Volume: 507/973	
To: Sheridan Street	Functional Class: Local	85th %ile Speed (Avg): 33/34 (33.4) mph	Average Speed (Avg):
Length: 1,830 feet	Existing TC Devices: None	Warrant Score: 9/8	26/26 (26) mph

Segment Map:



Existing Intersection Controls:

Stop signs at north and south ends.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

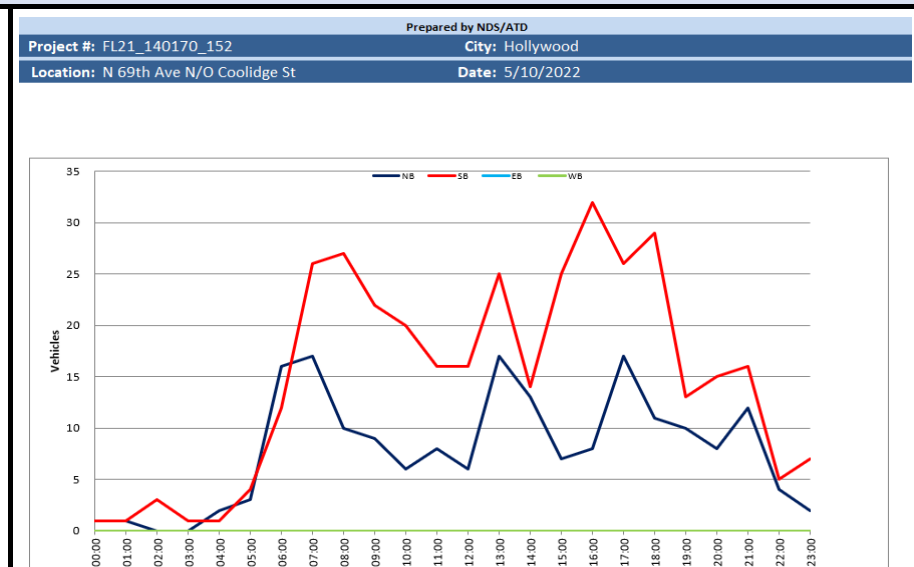
Typical Segment Image:

Looking south from the Scott St. intersection.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of motorists speeding along N. 69th Avenue near Thomas Street.
2. Primary concern on this segment is the elevated speed profile in general, with 85th-%ile speeds of 33-34 mph, and 27-29% over 30 mph, and in particular with a school crossing zone near the north end of the segment. Review of field data does not show speed conformance with the 15 mph school zone with a very close count station, which is problematic. There are 4 school periods of 30-60 minutes: 7-8 am, 8:30-9:30 am, 2:00-2:30 pm, and 4:00-4:30 pm.
3. Southbound traffic is much greater than northbound, and traffic to the north is much higher than to the south. This may be cut-through traffic avoiding signals on Sheridan St. to the east and west of N. 69th Ave.
4. Based on the segment length, it is recommended to install three speed tables as illustrated below.



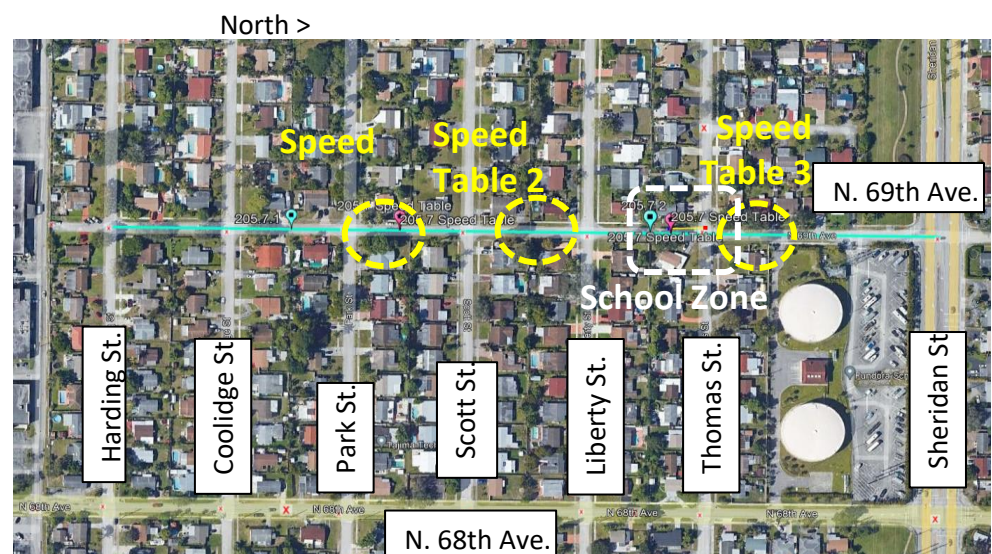
RECOMMENDED ACTION

1. Install four speed tables as follows:
 - o Speed table 1: 60 feet north of Park St. C/L
 - o Speed table 2: 75 feet south of Liberty St. C/L
 - o Speed table 3: 130 ft. N. of Thomas St. C/L

C/L Centerline

2. Resulting spacing will be as follows:

Harding St. C/L to new Speed Table 1:	575 ft.
New Speed Table 1 to new Speed Table 2:	390 ft.
New Speed Table 2 to new Speed Table 3:	460 ft.
New Speed Table 3 to Sheridan St. C/L:	405 ft.
TOTAL	1,830 ft.

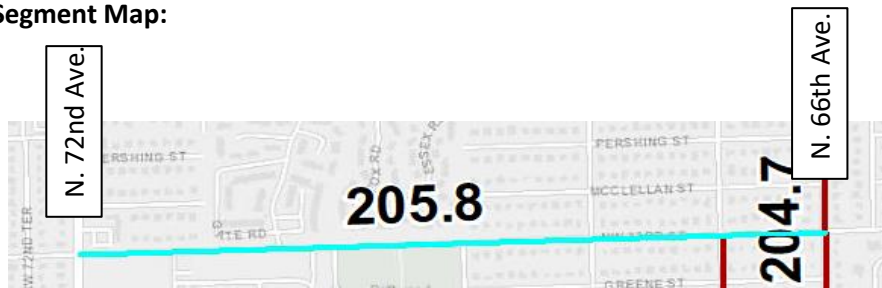


SEGMENT DESCRIPTION

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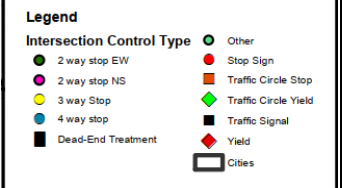
Date: 3/14/2023 Rev. 4/10/24	Segment ID No.: 5.8	Speed Limit: 30 mph	Directional Split:
STREET: Charleston Street	Traffic Count ID No. 5.8.1 - 3	Posted: No.	51/49 EB/WB Split
From: N. 66th Avenue	Jurisdiction: City	Existing Daily Volume: 2,041/1,847/855	
To: N. 72nd Avenue	Functional Class: Local	85th %ile Speed (Avg): 31/29/30 (29.9) mph	Average Speed (Avg):
Length: 3,830 feet	Existing TC Devices: Yes	Warrant Score: 9/5/4	26/23/24 (24.4) mph

Segment Map:



Existing Intersection Controls:

This subsegment is bracketed by a 4-Way Stop on the west and a 3-Way Stop on the east. Another three 4-Way Stops to the east end of segment.



Existing Traffic Calming Devices:

Three speed tables between N. 69th and N. 72nd Avenues.



Typical Segment Image:

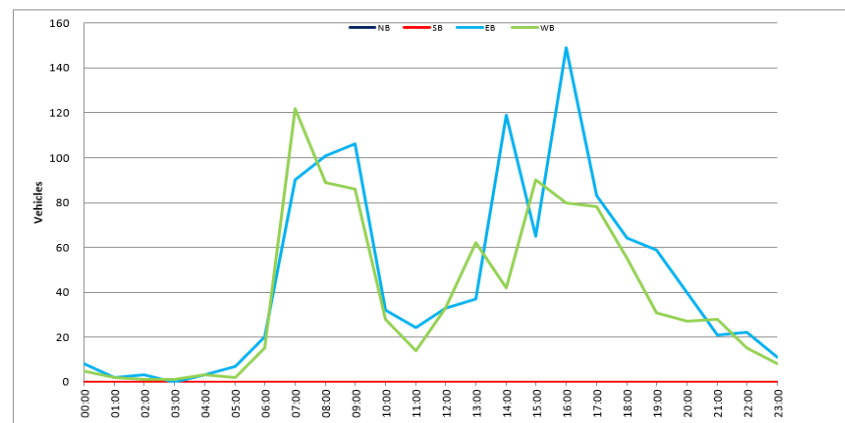
Looking east at midblock between N. 72nd Ave. and N. 70th Ave.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of traffic speeding along Charleston Street between N. 66th Avenue and N. 72nd Avenue and has requested the implementation of speed bumps or other traffic calming devices.
2. No significant crash history pattern that requires attention.
3. Traffic volumes higher in west and middle subsegments. Evenly split EB and WB, with pronounced peaks.
4. The only area not managed by speed tables and 3-or 4-Way Stop signs lies in the 6800/6900/7000 blocks in the middle of the corridor. It is proposed to add two speed tables in this area.
5. The segment of Charleston St. from NW 72nd Ave. to the Davie Rd. Extension was not included in this segment. However, as traffic volumes increase westward on this street and the Davie Rd. Ext. is a major corridor, it is considered proactive to place an additional two speed tables in the middle of this subsegment.

Prepared by NDS/ATD
Project #: FL21_140170_154 City: Hollywood
Location: Charleston St W/O N 72nd Ave Date: 5/10/2022



RECOMMENDED ACTION

1. Install two new speed tables in the middle of the segment as follows:
 - o Speed Table 1: 170 feet west of N. 70th Ave.
 - o Speed Table 2: 200 feet east of N. 70th Ave.
2. Install two new speed tables west of N. 72nd Ave.:
 - o Speed Table A: 120 ft. east of N. 72nd Way
 - o Speed Table B: 40 ft. west of N. 73rd Ave.

These speed tables are outside the original defined segment limits.
3. Resulting spacing of speed tables and intersection controls is listed to the right.
4. Map coverage is on the next page.

Davie Rd. Ext. C/L to new Speed Table B:	450 ft.
New Speed Table B to new Speed Table A:	430 ft.
New Speed Table A to N. 72nd Ave. C/L:	400 ft.
	SUBTOTAL 1,300 ft.
N. 72nd Ave. C/L to existing Speed Table:	560 ft.
Existing Speed Table to existing Speed Table:	370 ft.
Existing Speed Table to new Speed Table 1:	415 ft.
New Speed Table 1 to existing Speed Table:	490 ft.
Existing Speed Table to new Speed Table 2:	535 ft.
New Speed Table 2 to 4-Way Stop - 4-Way Stop at N. 68th Ave. C/L:	470 ft.
4-Way Stop at N. 68th Ave. C/L to 4-Way Stop at N. 67th Ave. C/L:	660 ft.
4-Way Stop at N. 67th Ave. C/L to 4-Way Stop at N. 66th Ave. C/L:	530 ft.
	SUBTOTAL 3,830 ft.

SEGMENT DESCRIPTION						Page 2 of 2
Date:	3/14/2023 Rev. 4/10/24	Segment ID No.:	5.8	Speed Limit:	30 mph	Directional Split:
STREET:	Charleston Street	Traffic Count ID No.	5.8.1 - 3	Posted:	No.	51/49 EB/WB Split
From:	N. 66th Avenue	Jurisdiction:	City	Existing Daily Volume:	2,041/1,847/855	
To:	N. 72nd Avenue	Functional Class:	Local	85th %ile Speed (Avg):	31/29/30 (29.9) mph	Average Speed (Avg):
Length:	3,830 feet	Existing TC Devices:	Yes	Warrant Score:	9/5/4	26/23/24 (24.4) mph
RECOMMENDED ACTION (Continued)						

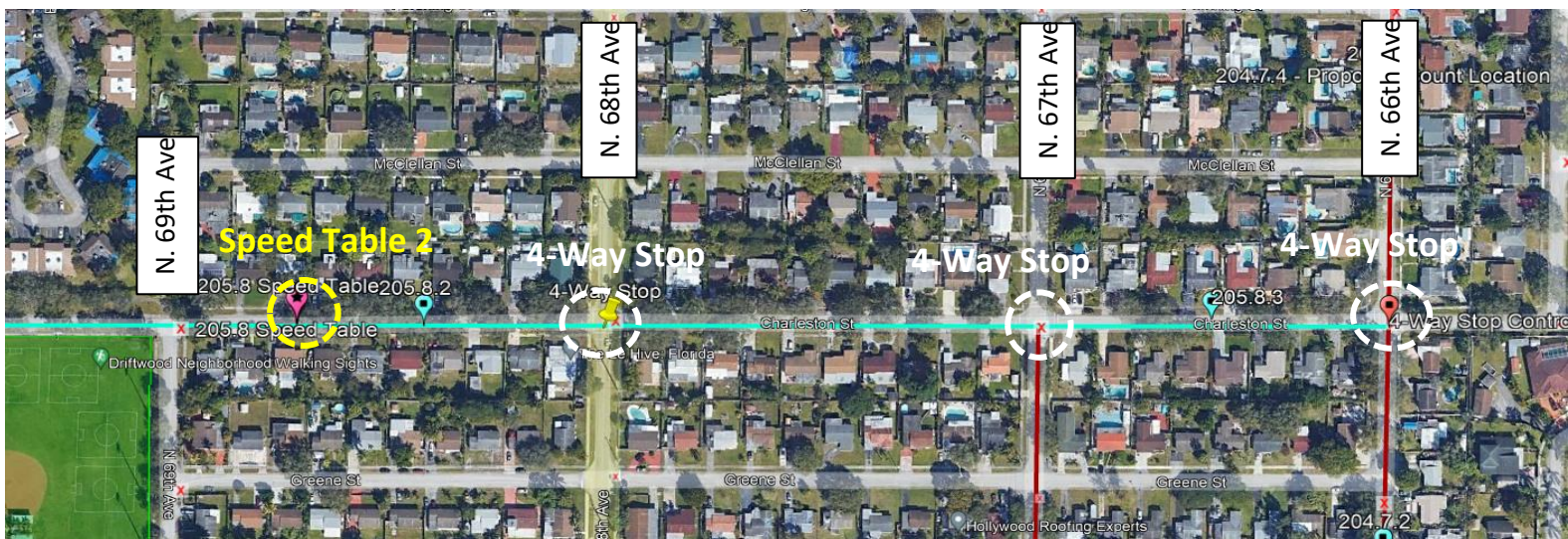
^ North



^ North



^ North



SEGMENT DESCRIPTION

Date: 3/14/2023 Rev. 4/10/24	Segment ID No.: 5.9	Speed Limit: 30 mph	Directional Split:
STREET: N. 74th Terrace	Traffic Count ID No.: 5.9.1 - 2	Posted: Yes	51/49 NB/SB Split
From: Taft Street	Jurisdiction: City	Existing Daily Volume: 488/661	
To: Johnson Street	Functional Class: Local	85th %ile Speed (Avg): 37/35 (35.9) mph	Average Speed (Avg):
Length: 2,640 feet	Existing TC Devices: None	Warrant Score: 9/8	28/28 (28.1) mph

Segment Map:



Existing Intersection Controls:

Stop signs at north end and Arthur St.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

Looking north at midblock between Johnson St and Arthur St.

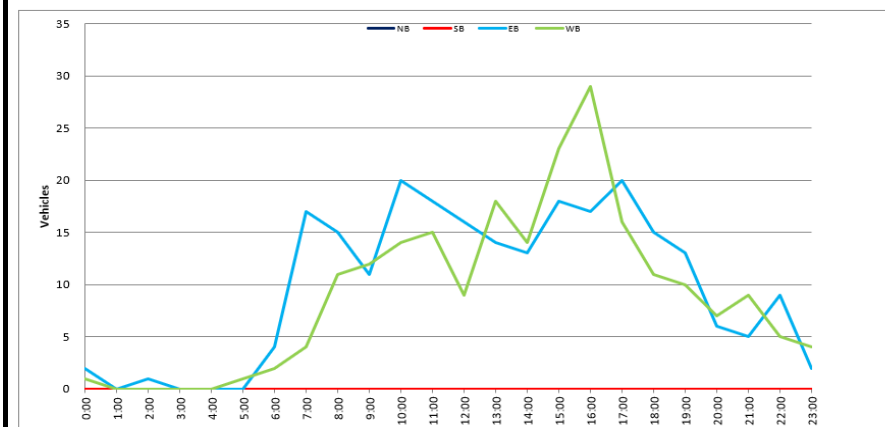


TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concern of cut-through traffic using N. 74th Terrace to cross between Taft Street and Johnson Street. Citizen has reported vehicles travelling excess of 50 mph and has requested a stop sign be added at the corner of McKinley Street and 74th Terrace.
2. Right angle crash history at N. 74th Terr./Arthur St. which is a N-S 2-Way Stop control. NOTE: This intersection was proposed for a roundabout in Phase 1 for Arthur St. One right angle injury crash reported at McKinley St.
3. Total length of 2,640 feet has unimpeded traffic flow except for 2-Way N-S Stop sign control at the Arthur St. midpoint, which is proposed to become a roundabout.
4. As a result, the two subsegments experience very high traffic speeds, with 85th-%ile speeds of 35 and 37, and over 40% of traffic exceeding the speed limit.
5. Speed tables are recommended to mitigate the high speed profiles.
6. City staff noted that an All-Way (4-Way) Stop Control (AWSC) request was previously made to Broward County, but found not justified.

Prepared by NDS/ATD

Project #: FL22_140170_130
City: Hollywood
Location: N 37th St E/O N 34th Ave
Date: 5/10/2022



RECOMMENDED ACTION

Two and three speed tables were considered for each subsegment. There are numerous horseshoe driveways which collectively limit locations for placement of speed tables avoiding driveways. Placement of two speed tables per subsegment at target spacing proved difficult. Placement of three speed tables per subsegment proved more feasible. For this reason and for the severity of the excessive speeding measured, a total of six speed tables is proposed.

Please see the next page for recommendations.

NOTE: N. 73rd Way one block to the east is a similar configured parallel corridor. With the placement of speed tables on N. 74th Ave., traffic may shift to N. 73rd Way. Thus, N. 73rd Way should be considered for inclusion in Phase 3 of the Traffic Calming Program.

SEGMENT DESCRIPTION

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Date: 4/10/2023	Segment ID No.: 205.11	Speed Limit: 30 mph	Directional Split:
STREET: Raleigh Street	Traffic Count ID No. 205.11.1	Posted: No	52/48 EB/WB Split
From: N. 70th Terr.	Jurisdiction: City	Existing Daily Volume: 990	
To: N. 72nd Avenue	Functional Class: Local	85th %ile Speed (Avg): 31 (31) mph	Average Speed (Avg):
Length: 980 feet	Existing TC Devices: None	Warrant Score: 6 (6.4)	23 (23) mph

Segment Map:



Existing Intersection Controls:

Stop signs at both east and west ends.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

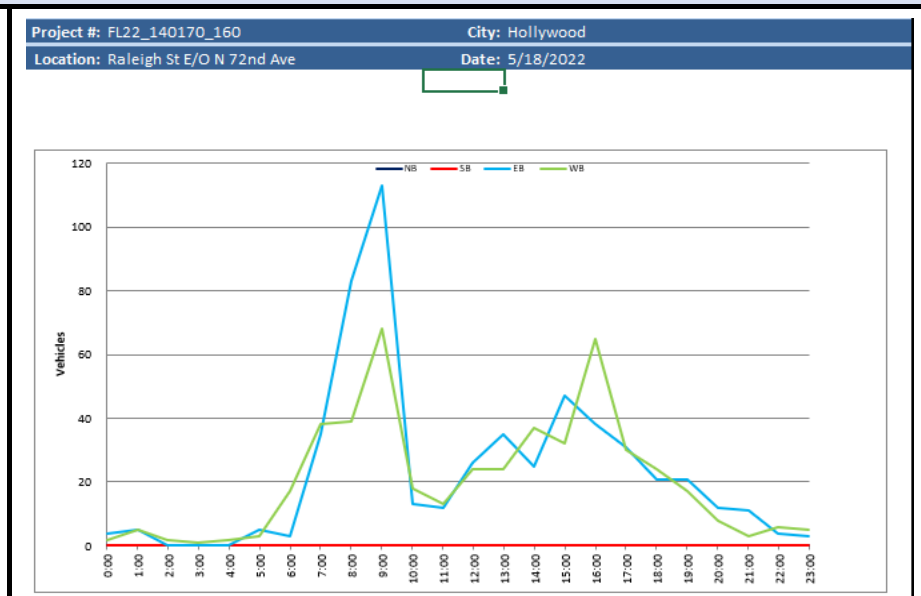
Typical Segment Image:

Looking east in the 7100 block.



TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: concerns about speeding and cut-through traffic.
2. Crash history was low and there was no real pattern that could be addressed.
3. Speed profile is slightly elevated with 85th%-ile speed of 31 mph. About 50 cars daily travel in the 35-45 mph band (5% of total).
4. There is some evidence of peak hour cut through traffic, especially in the morning period, likely related to school traffic at Driftwood Middle School.
5. Although segment did not meet warrant minimum, the score was close, and the excess speeding pattern indicates that traffic calming is justified.
6. Based on review, two speed tables are recommended for installation.

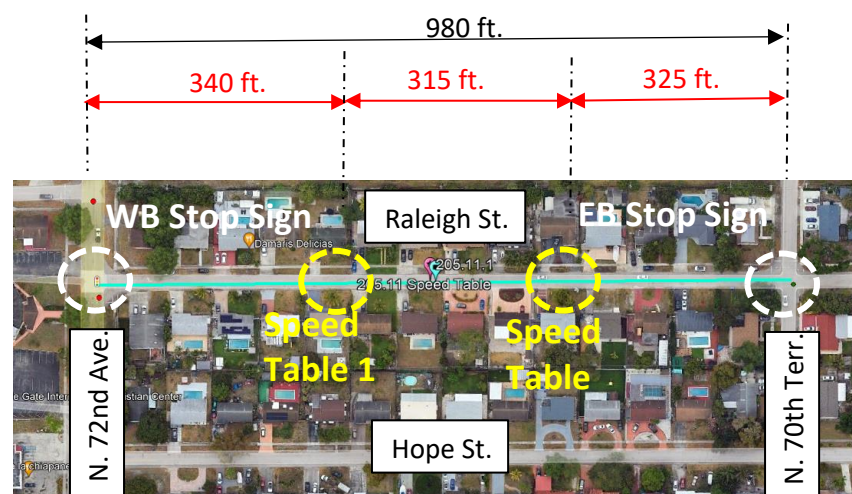


RECOMMENDED ACTION

1. Two speed tables are to be installed as follows:
 - o 340 feet east of N. 72nd Ave. at 7150/7151 Raleigh St.
 - o 325 feet west of N. 70th Terrace at 7100/7101 Raleigh St.

Resulting spacing is:

- | | |
|--|----------------|
| o N. 72nd Ave. centerline to new speed table 1: | 340 ft. |
| o New speed table 1 to new speed table 2: | 315 ft. |
| o New speed table 2 to N. 70th Terr. centerline: | 325 ft. |
| Total | 980 ft. |

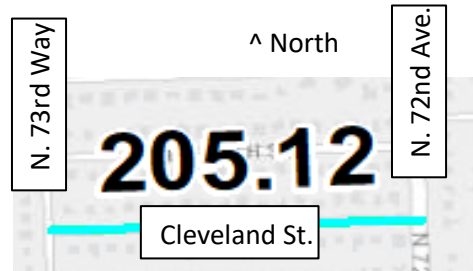


SEGMENT DESCRIPTION

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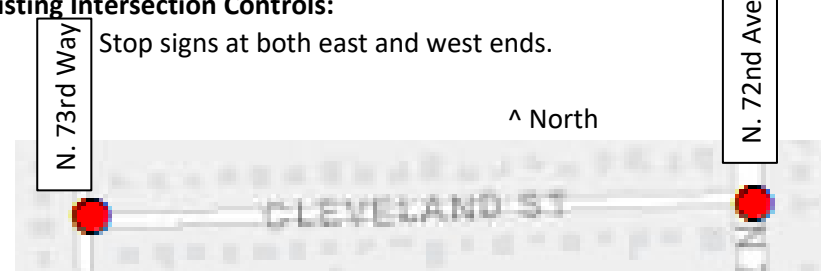
Date: 3/14/2022	Segment ID No.: 5.12	Speed Limit: 30 mph	Directional Split:
STREET: Cleveland Street	Traffic Count ID No.: 5.12.1 - 1	Posted: No	43/57 EB/WB Split
From: N. 73rd Way	Jurisdiction: City	Existing Daily Volume: 661	
To: N. 72nd Avenue	Functional Class: Local	85th %ile Speed (Avg): 27 (27.4) mph	Average Speed (Avg):
Length: 1,170 feet	Existing TC Devices: None	Warrant Score: 7	19 (19) mph

Segment Map:



Existing Intersection Controls:

Stop signs at both east and west ends.



Existing Traffic Calming Devices:

No traffic calming devices on this segment.

Typical Segment Image:

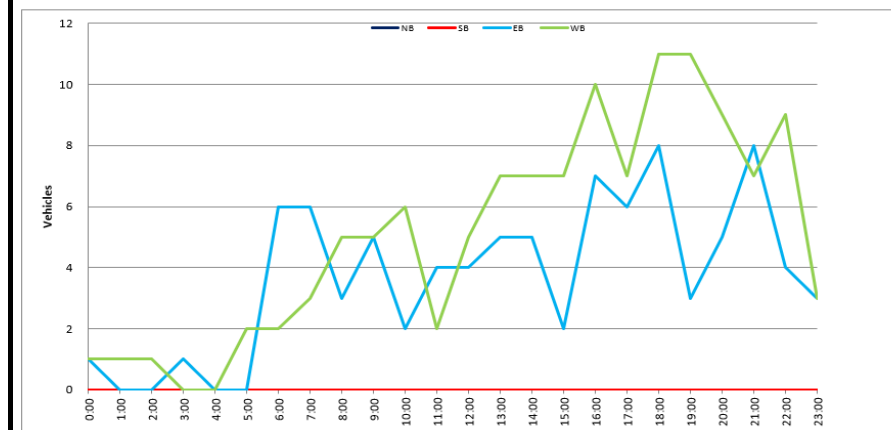
Looking east near the N. 73rd Way intersection.



TRAFFIC CALMING ANALYSIS NOTES

1. No Citizen Comment.
2. Although segment met warrant minimum based in large part on crash rate, review showed randomness and no pattern that was correctible.
3. Speed profile is well within target with 85th%-ile speed of 27.4 mph, and 95th%-ile speed of 32 mph. Only 8 vehicles over 3 days were reported at over 35 mph and all were under 40 mph. Only 6-7% of traffic exceeded 30 mph.
4. As a pre-emptive, a single speed table is recommended.

Prepared by NDS/ATD
Project #: FL22_140170_161 City: Hollywood
Location: Cleveland St E/O N 73rd Way Date: 5/17/2022



RECOMMENDED ACTION

1. Midblock speed table recommended located 585 feet from either end.
Located near the property lines of 7320/7330 and 7321/7331 Cleveland St.
Resulting spacing is:
 - o N. 73rd Way to new speed table: 585 ft.
 - o New speed table to N. 72nd Ave.: 585 ft.

