

**SEGMENT DESCRIPTION**

Page 1 of 1

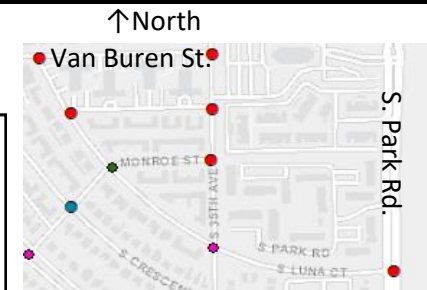
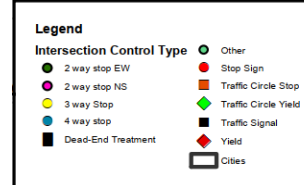
<b>Date:</b> 3/19/2023 Rev. 04/17/24	<b>Segment ID No.:</b> 6.1	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> S. Luna Court	<b>Traffic Count ID No.</b> 6.1.1 - 2	<b>Posted:</b> Yes	56/44 NB/SB Split
<b>From:</b> Van Buren Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 502/492	
<b>To:</b> S. Park Road	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 30/34 (32.1) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 1,478 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 2/8	23/29 (26.2) mph

**Segment Map:**



**Existing Intersection Controls:**

Stop signs at west end, east end, and S. 35th Ave.



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

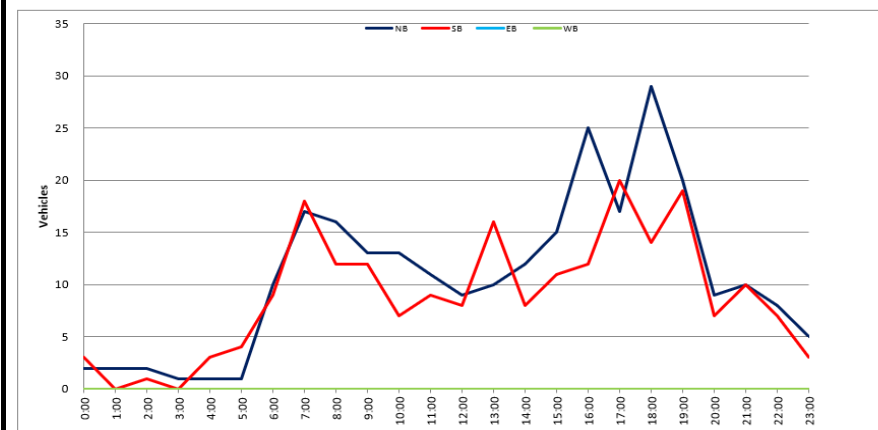
Looking west near the S. 35th Ave. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern regarding motorists speeding along S. Luna Court and requested speed humps be installed between Van Buren Street and S. Park Road.
2. A check revealed that this segment was studied in Phase 1 as Segment 6.10. Three speed tables were proposed.

Prepared by NDS/ATD	
<b>Project #:</b> FL22_140170_162	<b>City:</b> Hollywood
<b>Location:</b> S Luna Ct S/O S Highland Ct	<b>Date:</b> 5/17/2022



**RECOMMENDED ACTION**

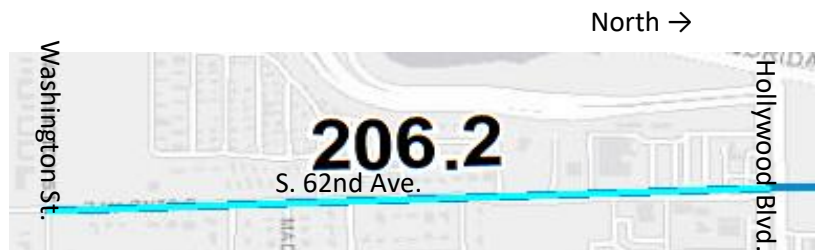
1. Three speed tables were already proposed for Segment 6.10 in Phase 1. No further action proposed.

**SEGMENT DESCRIPTION**

Page 1 of 1

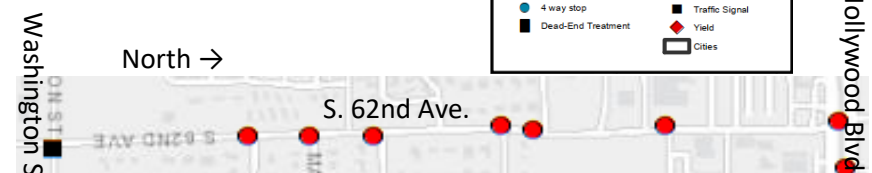
<b>Date:</b> 3/20/23 Rev. 4/17/24	<b>Segment ID No.:</b> 6.2	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> S. 62nd Avenue	<b>Traffic Count ID No.</b> 6.2.1 - 2	<b>Posted:</b> No	50/50 NB/SB Split
<b>From:</b> Washington Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 8,942/10,042	
<b>To:</b> Hollywood Boulevard	<b>Functional Class:</b> Collector	<b>85th %ile Speed (Avg):</b> 33/29 (30.9) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 2,680 feet	<b>Existing TC Devices:</b> Yes, 3 speed tables.	<b>Warrant Score:</b> 11/8	27/25 (25.5) mph

**Segment Map:**



**Existing Intersection Controls:**

Traffic signal at south end.  
Stop sign at north end.



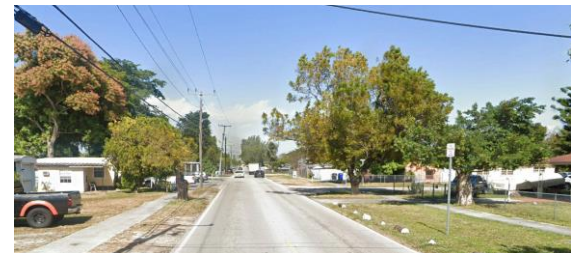
**Existing Traffic Calming Devices:**

Speed tables near Jefferson St., Madison St., and Van Buren St.



**Typical Segment Image:**

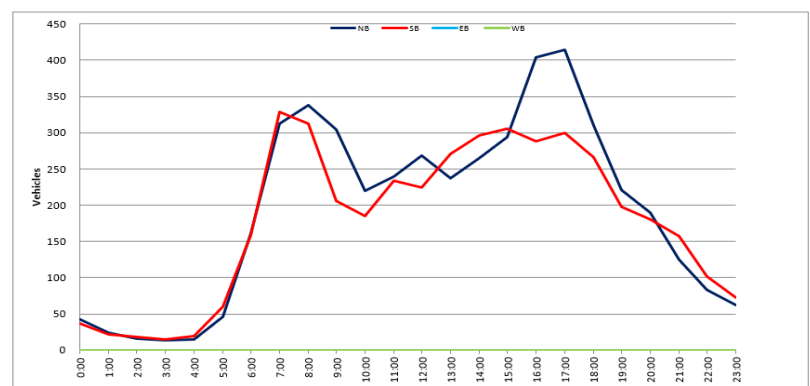
Looking north near the Jefferson St. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen requested traffic calming study be performed along N. 62nd Avenue to determine if speed tables are warranted. Citizen expressed concern of drivers not slowing down for existing speed humps resulting in debris from trucks being scattered across the road. Additionally, citizen noted that drivers which do slow down tend to speed up immediately leading to excessive noise.
2. No significant crash issues. Numerous crashes at Washington St. not related to segment traffic calming elements.
3. Excessive speeds found in the middle of the segment. Other count near a speed table confirms its positive effects.
4. Three existing speed tables on the segment. One large gap of 950 feet between those segments. One additional speed table is proposed.
5. Existing speed tables are missing some warning signs per a review of GoogleEarth mapping:
  - o South speed table south of Jefferson St. missing SB sign at the speed table.
  - o Middle speed table south of Jackson St. is missing NB and SB warning signs at the speed table.
  - o North speed table at Hollywood Fire Fighters Bldg. is missing all four warning signs (2 on approaches and 2 at the speed table).

Project #: FL22\_140170\_164 City: Hollywood  
Location: S 62nd Ave S/O Madison St Date: 5/31/2022

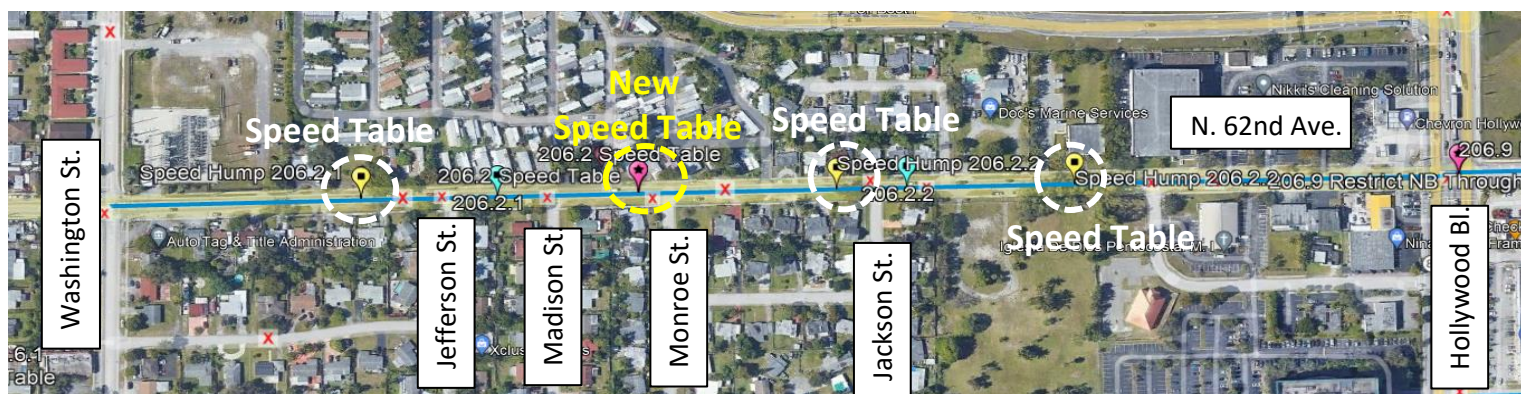


**RECOMMENDED ACTION**

1. Install one additional speed table 60 feet south of Monroe St.
2. Resulting spacing of mitigation is shown at right, south to north.
3. Install 30 MPH Speed Limit signs NB north of Washington St. and SB south of Hollywood St. as none are presently posted.
4. Check existing speed tables and install missing warning signs for three existing speed tables as noted above.

Washington St. centerline (C/L) to existing speed table:	500 ft.
Existing speed table 1 to new speed table:	555 ft.
New Speed Table to existing speed table:	395 ft.
Existing speed table to existing speed table:	475 ft.
Existing speed table to Hollywood Bl. C/L:	760 ft.
<b>SUBTOTAL</b>	<b>2,685 ft.</b>

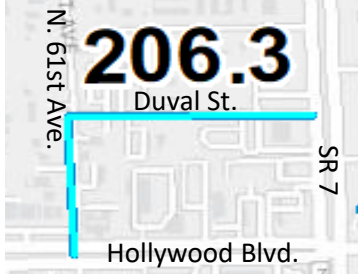

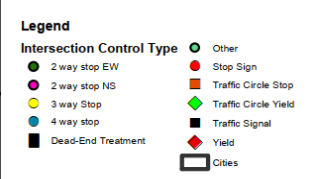
North >






**SEGMENT DESCRIPTION**

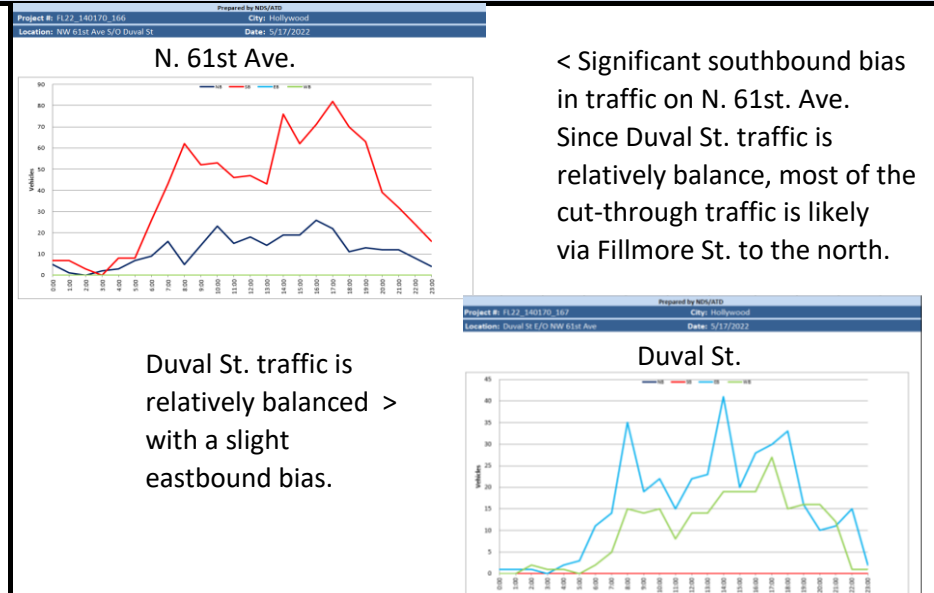
<b>Date:</b> 2/20/23 Rev. 4/17/24	<b>Segment ID No.:</b> 6.3	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> Duval St./N. 61st Ave.	<b>Traffic Count ID No.</b> 6.3.1 - 2	<b>Posted:</b> No	23/77 NB/SB Split
<b>From:</b> SR 7	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 1,314/1,822	
<b>To:</b> Hollywood Boulevard	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 28/30 (28.6) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 1,390 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 13/12	21/23 (22) mph

<b>Segment Map:</b>	<p>↑North</p> 	<b>Existing Intersection Controls:</b>	<p>↑North</p> 
		<p>Stop signs on east end, south end, and N 61st Ave.</p> 	

<b>Existing Traffic Calming Devices:</b>	<b>Typical Segment Image:</b>
No traffic calming devices on this segment.	<p>Looking eastbound midblock on Duval St. between N. 61st Ave. and SR 7.</p> 

**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern of cut-through traffic using Duval Street and N. 61st Avenue to bypass the intersection of SR 7 and SR 820 during peak AM and PM periods.
2. No crash issues except at intersections at Hollywood Bl. and SR 7.
3. Duval St. traffic is roughly balanced all day, topping out at about 25 vehicles/hour each way. N. 61st Ave. is similar northbound, but has an additional 50 or more vehicles southbound. This data implies that the directional imbalance on N. 61st St. extends further north of Duval St.
4. A check revealed that the N. 61st Ave. segment from Fillmore St. to Hollywood Blvd. was studied in Phase 1 as Segment 6.3. Two speed tables were proposed on either side of Duval St. As a result, this worksheet focuses on the Duval St. subsegment and recommends a single midblock speed table.



**RECOMMENDED ACTION**

1. A single midblock speed table is recommended on Duval St. This speed table will complement the two tables recommended for N. 61st Ave. in the Phase 1 recommendation for Segment 6.3. Address location is 6021 Duval St.

Resulting spacing:

- o N. 61st Ave. centerline to new speed table: 450 ft.
- o New speed table to SR 7 centerline: 410 ft.
- Total 860 ft.

↑North





# TRAFFIC CALMING ANALYSIS WORKSHEET

## Phase 2 Segments

Page 1 of 1

## SEGMENT DESCRIPTION

<b>Date:</b>	3/20/2023 Rev. 4/19/24	<b>Segment ID No.:</b>	6.4
<b>STREET:</b>	S. 46th Avenue	<b>Traffic Count ID No.</b>	6.4.1 - 2
<b>From:</b>	Washington Street	<b>Jurisdiction:</b>	City
<b>To:</b>	Hollywood Boulevard	<b>Functional Class:</b>	Collector
<b>Length:</b>	2,765 feet	<b>Existing TC Devices:</b>	None

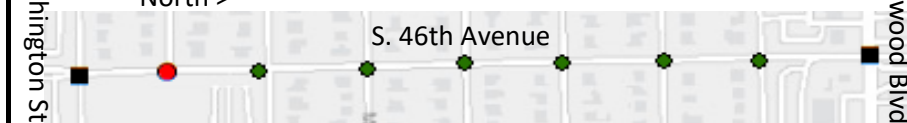
<b>Speed Limit:</b>	30 mph	<b>Directional Split:</b>
<b>Posted:</b>	Yes	46/54 NB/SB Split
<b>Existing Daily Volume:</b>	5,926/6,186	
<b>85th %ile Speed (Avg):</b>	35/38 (36.7) mph	<b>Average Speed (Avg):</b>
<b>Warrant Score:</b>	13/17	29/32 (31) mph

### Segment Map:



**Existing Intersection Controls:**

Traffic signals at both north and south ends.  
Pedestrian signal between Jefferson St.  
Washington and Adams St.  
North >



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

Looking north from  
the Adams St. intersection.



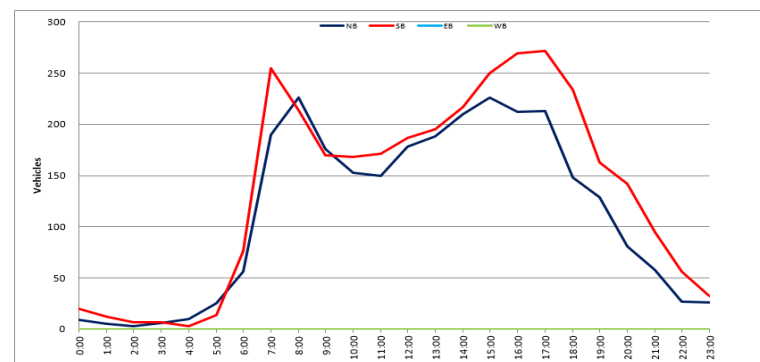
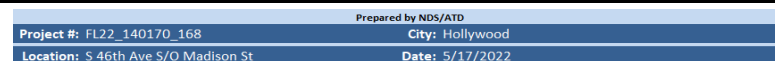
## TRAFFIC CALMING ANALYSIS NOTES

1. Citizen Comment: Citizen expressed concerns of motorists speeding along S. 46th Avenue between Hollywood Blvd. and Washington Street. Citizen noted Orange Brook Elementary School is nearby and neighbors expressed concerns of vehicles crashing into properties.

2. Crash history review within the segment not including termini signals shows 38 crashes at the 7 interior intersections, ranging from 1 to 17 at Harrison St., and nearly all right-angle crashes. It is considered that the excessive speeds on S. 46th Ave. are complicating gap choice by traffic on side street approaches.

3. Traffic volume is fairly even bidirectionally with AM/PM peaks. Speeds are excessive, with the 85th-%ile speeds at 35 and 38 mph at the two counts, similar in both directions, and with average speeds near or over 30 mph.

4. Horizontal traffic calming is appropriate on this segment with no existing speed tables. However, with street trees and utility poles, median and intersection island treatments were not practical; even alley locations were considered. The workable choice was the roundabout. Phase 1 recommended a roundabout at Van Buren St., in part due to the angle crashes (7). After review, it is proposed to install 2 additional roundabouts at the other two 1/4 points of the segment at Monroe St. and Jefferson St. The standard roundabout template fits within the 60-foot ROWs in this area.



## RECOMMENDED ACTION

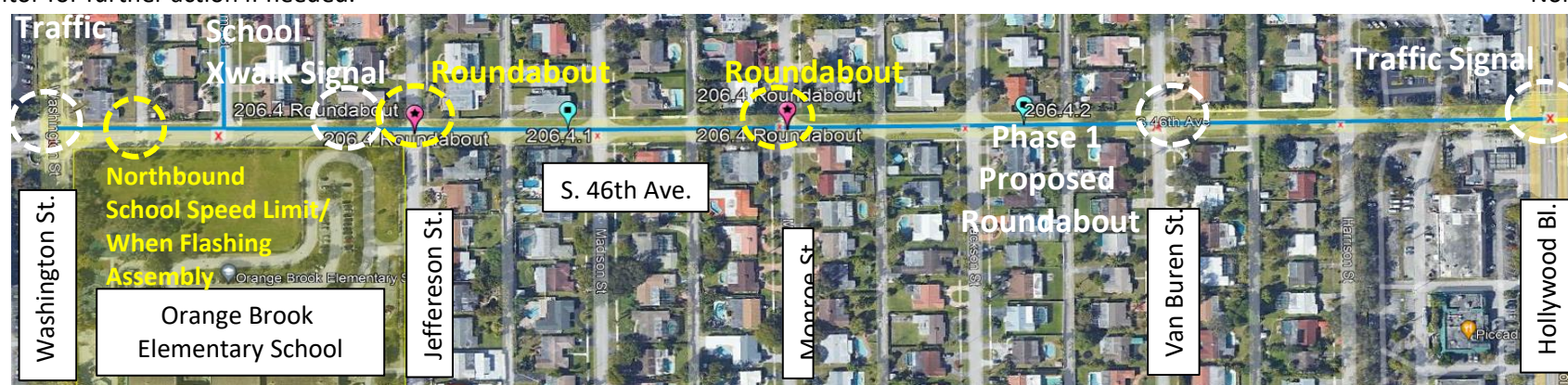
1. Install two roundabouts at Monroe St. and Jefferson St. - see below map.
2. Resulting spacing of mitigation across the segment is listed to the right.
3. Suggested to install another School - 15 MPH Speed Limit - When Flashing sign assembly on S. 46th Ave. northbound about 200 feet north of Washington St. to reinforce the school zones surrounding Orange Brook Elementary School. A nearby traffic count showed marginal compliance with

Washington St. centerline (C/L) to Jefferson St. roundabout:	665 ft.
Jefferson St. roundabout to Monroe St. roundabout:	690 ft.
Monroe St. roundabout to Phase 1 Van Buren St. roundabout:	690 ft.
Phase 1 Van Buren St. roundabout to Hollywood Bl. C/L:	<u>720 ft.</u>
TOTAL	2,765 ft.

TOTAL 2,765 ft.

City staff advised that a check with Broward County Traffic indicates that they feel existing traffic signing/controls are adequate. The City will monitor for further action if needed.

North &gt;



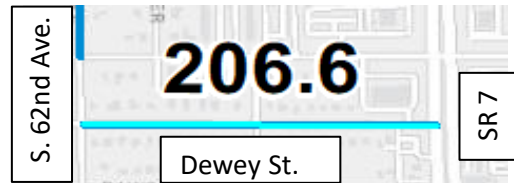


**SEGMENT DESCRIPTION**

Page 1 of 1

<b>Date:</b> 3/20/2023 Rev.	<b>Segment ID No.:</b> 6.6	<b>Speed Limit:</b> 25 mph	<b>Directional Split:</b> 47/53 EB/WB Split
<b>STREET:</b> Dewey Street	<b>Traffic Count ID No.</b> 6.6.1 - 1	<b>Posted:</b> Yes	
<b>From:</b> S. 62nd Avenue	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 503	
<b>To:</b> SR 7	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 30 (30.4) mph	<b>Average Speed (Avg):</b> 23 (23.3) mph
<b>Length:</b> 1,350 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 12	

**Segment Map:**



**Existing Intersection Controls:**

Stop signs on west end, east end, and S. 61st Ave.



**Legend**

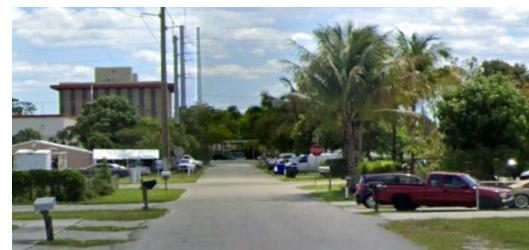
- Intersection Control Type**
- Other
  - 2 way stop EW
  - 2 way stop NS
  - 3 way Stop
  - 4 way stop
  - Dead-End Treatment
  - Stop Sign
  - Traffic Circle Stop
  - Traffic Circle Yield
  - Traffic Signal
  - Yield
  - Cities

**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

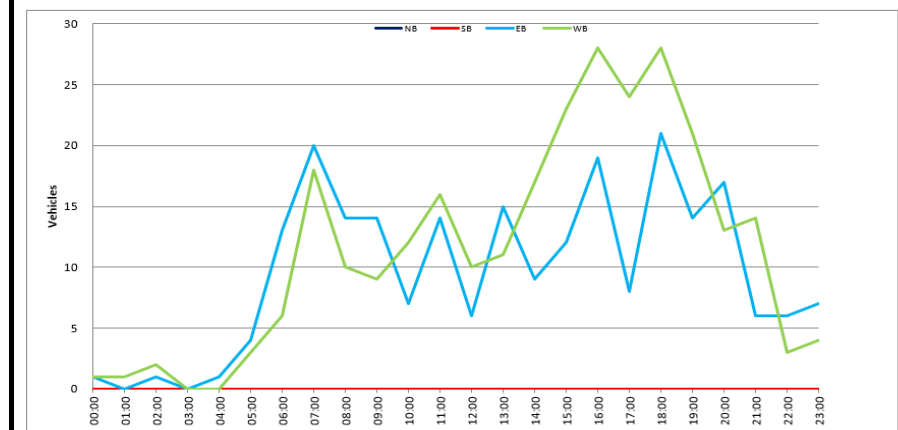
Looking east at midblock between S. 62nd Ave and S. 61st Ave.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen requested the implementation of speed bumps along Dewey Street between S. 62nd Avenue and State Road 7.
2. Crash intensity was relatively high due to right angle crashes at the west end and midpoint intersection, and crashes at the east end that appear associated with SR 7 traffic movements. Hedge on SW corner at S. 61st Ave. does not appear to overly restrict sight distance.
3. Posted speed of 25 mph is exceeded by 85th-%ile speed of 30.4 mph, with 37%-44% exceeding 25 mph, but only 1% exceeding 35 mph.
4. Traffic volumes appear reasonably balanced indicating there is no substantial cut-through traffic.
5. Proposal is for one speed table in each block to moderate traffic speeds.

Prepared by NDS/ATD  
Project #: FL21\_140170\_171 City: Hollywood  
Location: Dewey St W/O S 61st Ave Date: 5/17/2022



**RECOMMENDED ACTION**

1. Install two speed tables on each subsegment as follows and as shown below.
  - o Speed Table 1: 295 ft. west of S. 61st Ave. C/L: 6120/6121 street address
  - o Speed Table 2: 310 ft. east of S. 61st Ave. C/L: 6024/6025 street address
2. Resulting spacing of mitigation across the segment is listed below.

S. 62nd Ave. centerline (C/L) to Speed Table 1:	360 ft.	2-Way Stop at S. 61st. Ave. C/L to Speed Table 2:	310 ft.
Speed Table 3 to 2-Way Stop at S. 61st. Ave. C/L:	295 ft.	Speed Table 2 to SR 7 C/L:	385 ft.
		SUBTOTAL	1,350 ft.

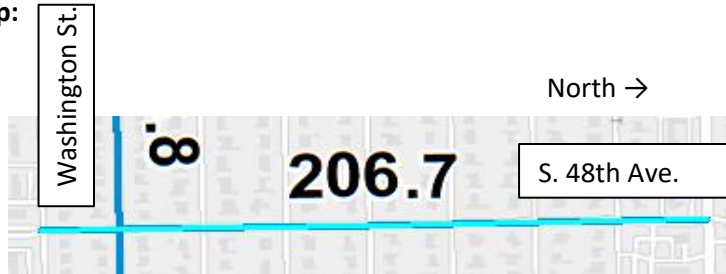


**SEGMENT DESCRIPTION**

Page 1 of 1

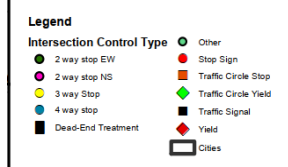
<b>Date:</b> 3/21/2023 Rev. 04/23/24	<b>Segment ID No.:</b> 6.7	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> S. 48th Avenue	<b>Traffic Count ID No.</b> 6.7.1 - 2	<b>Posted:</b> Yes	40/60 NB/SB Split
<b>From:</b> Washington Street	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 379/469	
<b>To:</b> Hollywood Blvd	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 30/32 (30.6) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 2,765 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 4/7	24/26 (25) mph

**Segment Map:**



**Existing Intersection Controls:**

Stop signs at north end, south end, Adams St., Madison St., Jackson St., and Harrison St.



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

**Typical Segment Image:**

Looking north at the Adams St. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. No citizen comment.
2. Crash intensity slightly elevated due to some injuries at right-angle intersection crashes. Warrant met by slightly elevated speeds at one of the two traffic counts, and proximity of Orange Brook Elem. School.
3. Unlike many north-south segments in the City, this one has two-way N-S stop signs every two blocks, forcing near full stops by traffic every 690 feet or so.
4. 85th-%ile speeds at the south count are right at 30 mph while the north count registers 32 mph. Counts were taken close to one block away from Stop signs, so they capture the maximum speed point between Stop signs.
5. Only practical traffic calming option would be to consider speed tables between Stop signs. These would be at the minimum acceptable spacing of 350 feet. With the Stop signs present, it is considered that the beneficial effect of these would be minimal.
6. No action is proposed for this segment.

Prepared by NDS/ATD

**Project #:** FL21\_140170\_172  
**City:** Hollywood  
**Location:** S 48th Ave S/O Jefferson St  
**Date:** 5/17/2022



**RECOMMENDED ACTION**

1. No traffic calming improvements proposed, based on near conformance with 85th-%ile target, given the existing four pairs of N-S Two-Way Stop controls in place today.

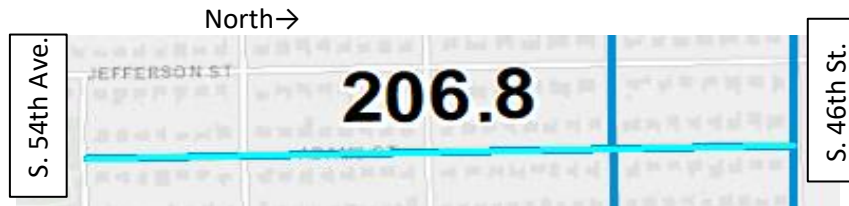


**SEGMENT DESCRIPTION**

Page 1 of 1

<b>Date:</b> 3/21/2023 Rev. 4/23/24	<b>Segment ID No.:</b> 6.8	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b> 50/50 EB/WB Split
<b>STREET:</b> Adams Street	<b>Traffic Count ID No.</b> 6.8.1 - 2	<b>Posted:</b> No	
<b>From:</b> S. 46th Ave.	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 248/235	
<b>To:</b> S. 54th Ave.	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 33/36 (34.6) mph	<b>Average Speed (Avg):</b> 25/29 (26.9) mph
<b>Length:</b> 2,620 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 7/10	

**Segment Map:**



**Existing Intersection Controls:**

Stop signs on west end, east end, S. 52nd Ave., and S. 50th Ave.



**Existing Traffic Calming Devices:**

No traffic calming devices on this segment.

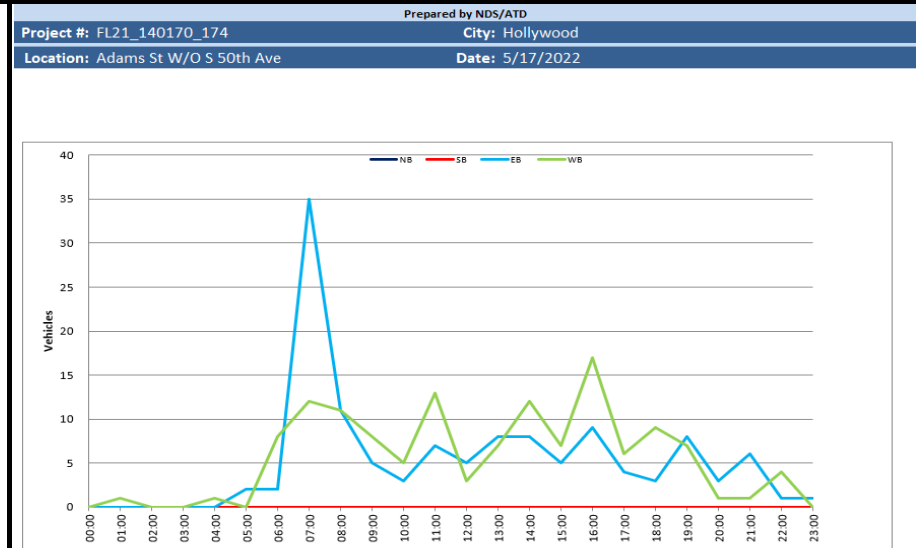
**Typical Segment Image:**

Looking east at midblock between S. 54th Ave. and S. 52nd Ave.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concern regarding the number of accidents which have occurred at the intersection of Adams Street and S. 48th Avenue. Citizen noted vehicles driving through stop signs in both directions with a high amount of traffic due to vehicles travelling to and from Orange Brook Elementary School.
2. Per citizen comment, 3 right-angle/injury crashes at S. 48th Ave., in part due to elevated speeds on Adams St.
3. Speeds at both count locations are noticeably elevated over 680-foot run west of S. 50th Ave. and 1,350-foot run east of S. 50th Ave., with 85th-%ile speeds of 33-36 mph, with 5-6% exceeding 40 mph. Data shows an AM eastbound only cut-through traffic element of 20-25 vehicles, presumably en route to the school to the east (see graph).
4. Horseshoe drives and street trees limit traffic calming options. It is proposed to install 4 speed tables, one near S. 48th St. to slow down E-W traffic at the intersection towards reducing crash potential.



**RECOMMENDED ACTION**

1. Install two speed tables on each subsegment as follows and as shown below.
  - o Speed Table 1: 305 ft. west of S. 50th Ave. C/L: 5100/5101 street address
  - o Speed Table 2: 265 ft. west of S. 48th Ave. C/L: 4822/4901 street address
  - o Speed Table 3: 70 ft. east of S. 48th Ave. C/L: 4735/4736 street address
  - o Speed Table 4: 350 ft. east of S. 48th Ave. C/L: 4700/4701 street address
2. Resulting spacing of mitigation across the segment is listed to the right.

S. 54th Ave. centerline (C/L) to 2-Way Stop Sign:	590 ft.
2-Way Stop signs at NW 52nd Ave. to Speed Table:	375 ft.
Speed Table to 2-Way Stop signs - S. 50th Ave. C/L:	305 ft.
2-Way Stop signs - S. 50th Ave. C/L to Speed Table:	405 ft.
Speed Table to Speed Table:	335 ft.
Speed Table to Speed Table:	280 ft.
Speed Table to Stop sign at S. 46th Ave. C/L:	330 ft.
<b>TOTAL</b>	<b>2,620 ft.</b>

North >



**SEGMENT DESCRIPTION**

Page 1 of 2

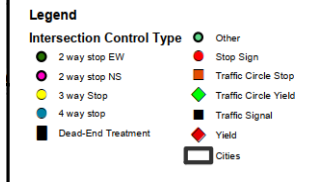
<b>Date:</b> 3/21/23 Rev. 4/23/24	<b>Segment ID No.:</b> 6.9	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> N. 62nd Avenue	<b>Traffic Count ID No.</b> 6.9.1 - 2	<b>Posted:</b> No	50/50 NB/SB Split
<b>From:</b> Hollywood Blvd.	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 4,298/5,755	
<b>To:</b> Johnson Street	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 38/32 (35.2) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 2,750 feet	<b>Existing TC Devices:</b> None	<b>Warrant Score:</b> 19/13	32/26 (29.1) mph

**Segment Map:**



**Existing Intersection Controls:**

Stop sign at S. end, signal at N. end.  
2-way E-W stops at Buchanan St. and Fillmore St. Others are side street Stop signs.  
North →



**Existing Traffic Calming Devices:**

No existing devices.  
NOTE: Street marked as bicycle sharrow roadway.

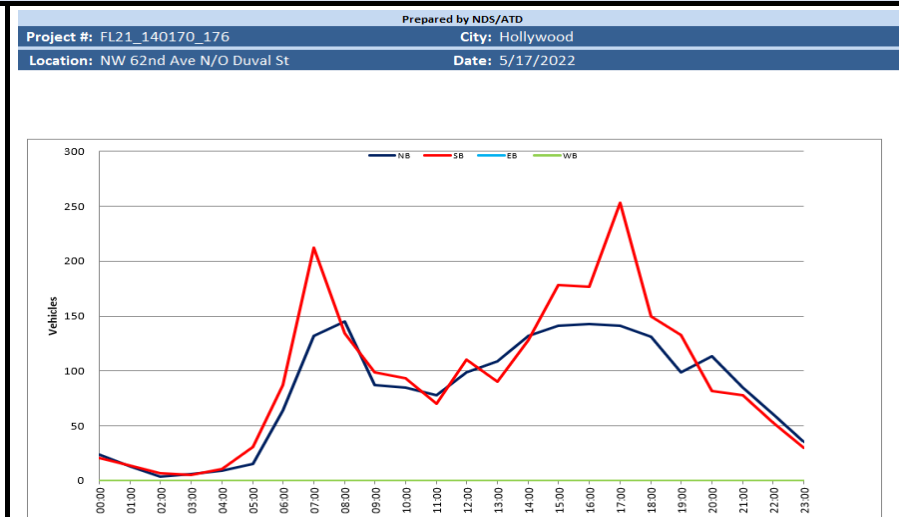
**Typical Segment Image:**

Looking south at the Buchanan St. intersection.



**TRAFFIC CALMING ANALYSIS NOTES**

1. No Citizen Comment.
2. Crashes at north and south ends related to signalized intersections.  
Crashes along the segment are spread out and cover a variety of types some of which may be the result of the excessive speeds.
3. Intended speed limit is 30 mph but is not posted on this local street with a moderate level of traffic.
4. Corridor has 50-foot ROW constrained with drives, poles, trees, and parking onstreet and near the ROW.
5. Speeds are very high, with much traffic using this as a pass-through corridor part of longer trips, perhaps to avoid part of SR 7 to the east.  
85th-%ile speeds are 32-38 mph, higher to the south with an average speed of 32 mph, well over 30 mph.
6. The consrained environment limits traffic calming options.  
Two options were considered: speed tables or Electronic Speed Feedback (ESFB) signs.



**RECOMMENDED ACTION**

**A. SPEED TABLE OPTION**

1. Install four speed tables as follows and as shown on Page 2.
  - o Speed Table 1: 125 ft. north of Duval St. C/L
  - o Speed Table 2: 165 ft. south of Fillmore St. C/L
  - o Speed Table 3: 40 feet north of Eaton St. C/L
  - o Speed Table 4: 50 ft. south of Buchanan St. C/L
2. Resulting spacing of mitigation across the segment is listed to the right.
3. Install 30 MPH Speed Limit signs NB north of Hollywood Bl. and SB south of Johnson St.

Hollywood Bl. centerline (C/L) to Speed Table 1:	715 ft.
Speed Table 1 to Speed Table 2:	475 ft.
Speed Table 2 to Speed Table 3:	490 ft.
Speed Table 3 to Speed Table 4:	480 ft.
Speed Table 4 to signal at Johnson St. C/L:	580 ft.
<b>TOTAL</b>	<b>2,750 ft.</b>



SEGMENT DESCRIPTION				Page 2 of 2	
Date:	3/21/23 Rev. 4/23/24	Segment ID No.:	6.9	Speed Limit:	30 mph
STREET:	N. 62nd Avenue	Traffic Count ID No.	6.9.1 - 2	Posted:	No
From:	Hollywood Blvd.	Jurisdiction:	City	Existing Daily Volume:	4,298/5,755
To:	Johnson Street	Functional Class:	Local	85th %ile Speed (Avg):	38/32 (35.2) mph
Length:	2,750 feet	Existing TC Devices:	None	Warrant Score:	19/13
				Average Speed (Avg):	32/26 (29.1) mph

RECOMMENDED ACTION (Continued)



B. ELECTRONIC SPEED FEEDBACK (ESFB) SIGN OPTION

1. Install Electronic Speed Feedback (ESFB) signs as listed and shown below.
- o NB ESFB sign: 25 ft. north of Duval St. C/L:

o NB ESFB sign: 25 ft. north of Eaton St. C/L:

o SB ESFB sign: 140 ft. south of Buchanan St. C/L:

o SB ESFB sign: 30 ft. south of Taylor St. C/L:



C. RECOMMENDATION

1. Both options have comparable implementation costs.
2. Because N. 62nd Ave. is not a collector street where vertical traffic calming should be avoided if possible, it is recommended to implement Option A - Speed Table Option.

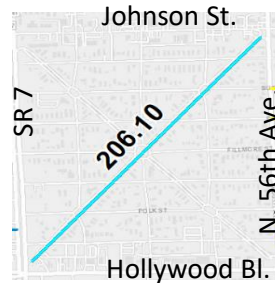


**SEGMENT DESCRIPTION**

<b>Date:</b> 3/23/23 Rev. 4/23/24	<b>Segment ID No.:</b> 6.10	<b>Speed Limit:</b> 30 mph	<b>Directional Split:</b>
<b>STREET:</b> Columbus Pkwy.	<b>Traffic Count ID No.</b> 6.10.1 - 4	<b>Posted:</b> SB at north end, NB at middle	54/46 NB/SB Split
<b>From:</b> Hollywood Blvd.	<b>Jurisdiction:</b> City	<b>Existing Daily Volume:</b> 219/534/548/354	
<b>To:</b> Johnson Street	<b>Functional Class:</b> Local	<b>85th %ile Speed (Avg):</b> 29/32/34/31 (31.4) mph	<b>Average Speed (Avg):</b>
<b>Length:</b> 3,530 feet	<b>Existing TC Devices:</b> 4 Traffic Circles	<b>Warrant Score:</b> 2/7/9/5	22/26/26/23 (24) mph

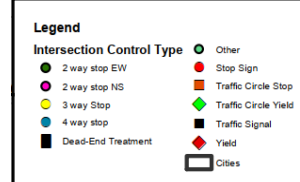
**Segment Map:**

North ↑



**Existing Intersection Controls:**

Stop signs on the traffic circles at Polk St., Fillmore St., and Buchanan St.



North ↑



**Existing Traffic Calming Devices:**

Four traffic circles/roundabouts.

**Typical Segment Image:**

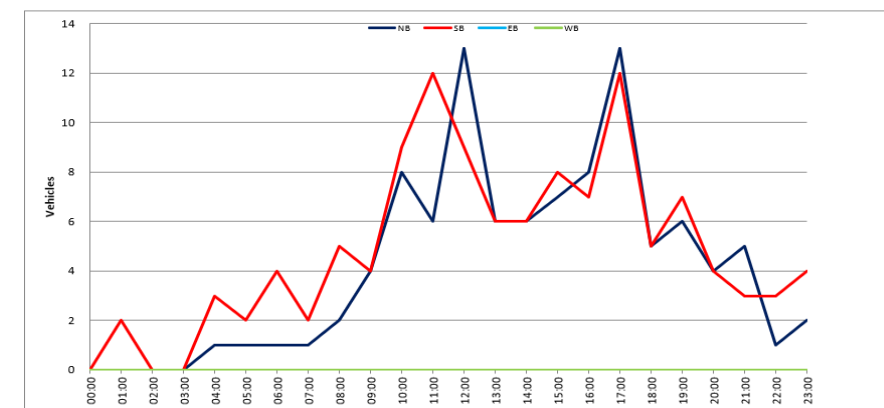
Looking northeast at midblock between Polk St. and Taylor St.



**TRAFFIC CALMING ANALYSIS NOTES**

1. Citizen Comment: Citizen expressed concerns of motorists speeding along Columbus Parkway and is concerned about the safety of pedestrians.
2. Traffic volume has slight northbound bias, with low levels.
3. Crashes are few and scattered in type.
4. 85th-%ile speeds are over 30 mph in the middle two northbound subsegments (1/4 of segment) and the first and third subsegments in the southbound direction.
5. Corridor has the condition of a divided roadway with bicycle lane, and roundabouts at its quarter points. However, some speeding is occurring as reported. Some speeds over 40-45 mph were recorded on all three days of counts on 900-ft. subsegments between roundabouts.
6. Speed tables are proposed to moderate speeds where excessive, and are placed to moderate speeds at intermediate intersections to improve safety for turning vehicles.

Prepared by NDS/ATD	
<b>Project #:</b> FL21_140170_178	<b>City:</b> Hollywood
<b>Location:</b> Columbus Pkwy N/O Tyler St	<b>Date:</b> 5/17/2022



**RECOMMENDED ACTION**

1. Install five speed tables as follows and as shown below.
  - o NB Speed Table 1: 25 feet south of Taylor St. median nose:
  - o NB Speed Table 2: 25 ft. south of Pierce St. median nose:
  - o SB Speed Table 1: 60 ft. south of Lincoln St. median nose:
  - o SB Speed Table 2: 25 ft. north of Pierce St. median nose:
  - o SB Speed Table 3: 25 feet north of Taylor St. median nose:
2. Resulting spacing of mitigation across the segment is listed at right.

Northbound refers to northeast-bound.

NB - Northbound

Southbound refers to southwest-bound

SB - Southbound

South roundabout C/L to Polk St. roundabout C/L:	745 ft.
Polk St. roundabout C/L to Taylor St. C/L (NB/SB speed tables):	475 ft.
Taylor St. C/L to Fillmore St. roundabout C/L:	480 ft.
Fillmore St. roundabout C/L to Pierce St. C/L (NB/SB speed tables):	460 ft.
Pierce St. C/L to Buchanan St. roundabout C/L:	490 ft.
Buchanan St. roundabout C/L to Lincoln St. C/L (SB speed table):	475 ft.
Lincoln St. C/L to northeast end:	405 ft.
<b>TOTAL</b>	<b>3,530 ft.</b>

C/L - Centerline

Northeast →

