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# SR 7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY

City of Hollywood Briefing

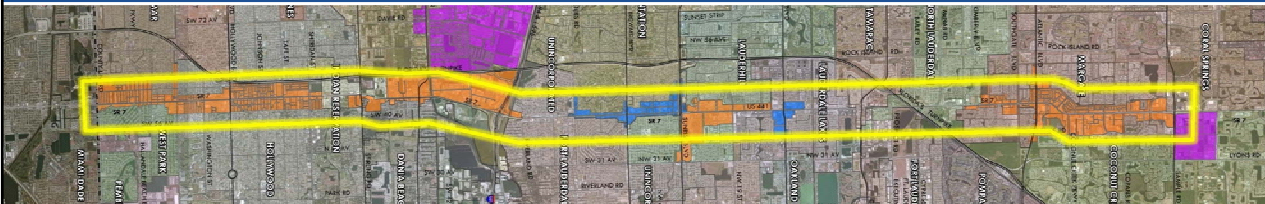


June 1, 2016

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## Study Area and Purpose

½ mile on either side of SR 7 Miami-Dade County Line to Sample Road



- Identify congestion management and safety improvements for all modes
- Enhance transit rider, bicyclist, and pedestrian experience
- Develop short-term multimodal improvements for implementation (<5 years)
- Identify longer-term improvements for project development
- Be consistent with National Environmental Protection Act (NEPA)

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**Project Advisory Committee**

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**Broward County Transit**

**BROWARD.org**  
Our Best. Nothing Less.

**FDOT**  
FDOT District 4  
(Various Offices)

**MIAMI-DADE COUNTY TRANSIT**

**Miami-Dade MPO**

**RTA**  
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

**SERP**  
South Florida Regional Planning Council


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**Working Groups**

- Grouped by geography (south, central, north)
- Three meetings to review:
  - Initiatives and needs
  - Preliminary recommendations
  - Draft final recommendations

South	Central	North
Dania Beach	Fort Lauderdale	Coconut Creek
Davie	Lauderdale Lakes	Coral Springs
Hollywood	Lauderhill	North Lauderdale
Miramar	Plantation	Margate
Pembroke Park	Tamarac	
Seminole Tribe	Broward County	
West Park		

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## Public Outreach Highlights

- Website: [www.ImproveSR7.org](http://www.ImproveSR7.org)
- Intercept Surveys at 'Hot-Spots'
  - ~1,150 Surveys completed
- E-Town Hall Meeting
  - 20,000+ people received a call
  - 2,347 people accepted
  - At one point there were 451 people participating at once
  - Average call time = 37.5 min
  - Event concluded with 181 people
- Presentations to Community Groups

Intersection	City	# Surveys
Pembroke Rd	West Park, Miramar, Hollywood	45
Johnson St	Hollywood	55
Hollywood Blvd	Hollywood	57
Sheridan St	Hollywood	79
Stirling Rd	Hollywood, Seminole Tribe	89
Hallandale Beach Blvd	West Park, Miramar	103

Organization	City	Date
Davie-Cooper City Chamber of Commerce	Davie	Jan. 7, 2016
Hollywood Gardens West Civic Association	Hollywood	Sept. 10, 2015
Johnson Street Business District	Hollywood	Aug. 12, 2015




## Project Recommendations

- Corridor-wide improvements
- Short-term bike/pedestrian network connectivity projects
- Longer-term improvements at major intersections for project development


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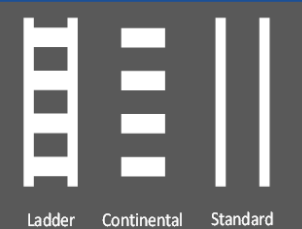
## Corridor-Wide Improvements



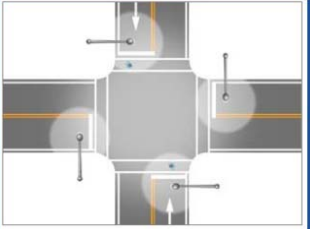
Pedestrian Countdown Signal



Right-Turn 'Yield to Pedestrian' Sign



Enhanced Crosswalk Markings



Enhanced Intersection Lighting

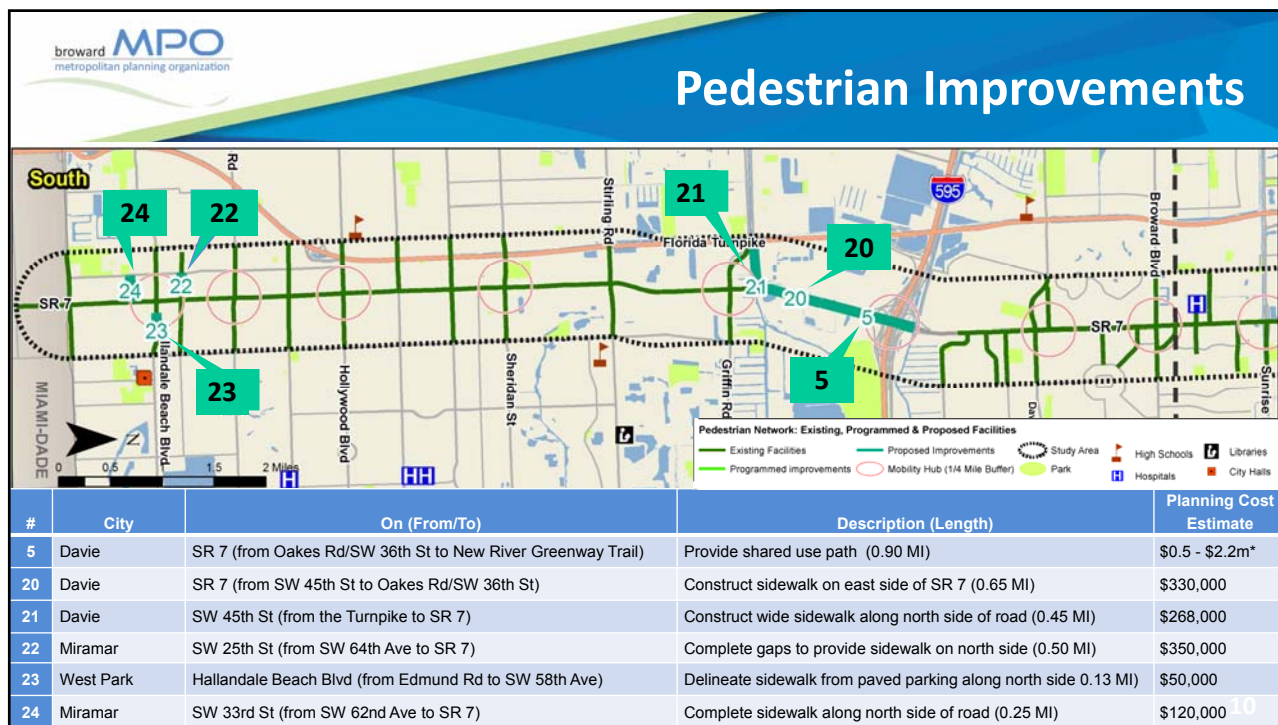
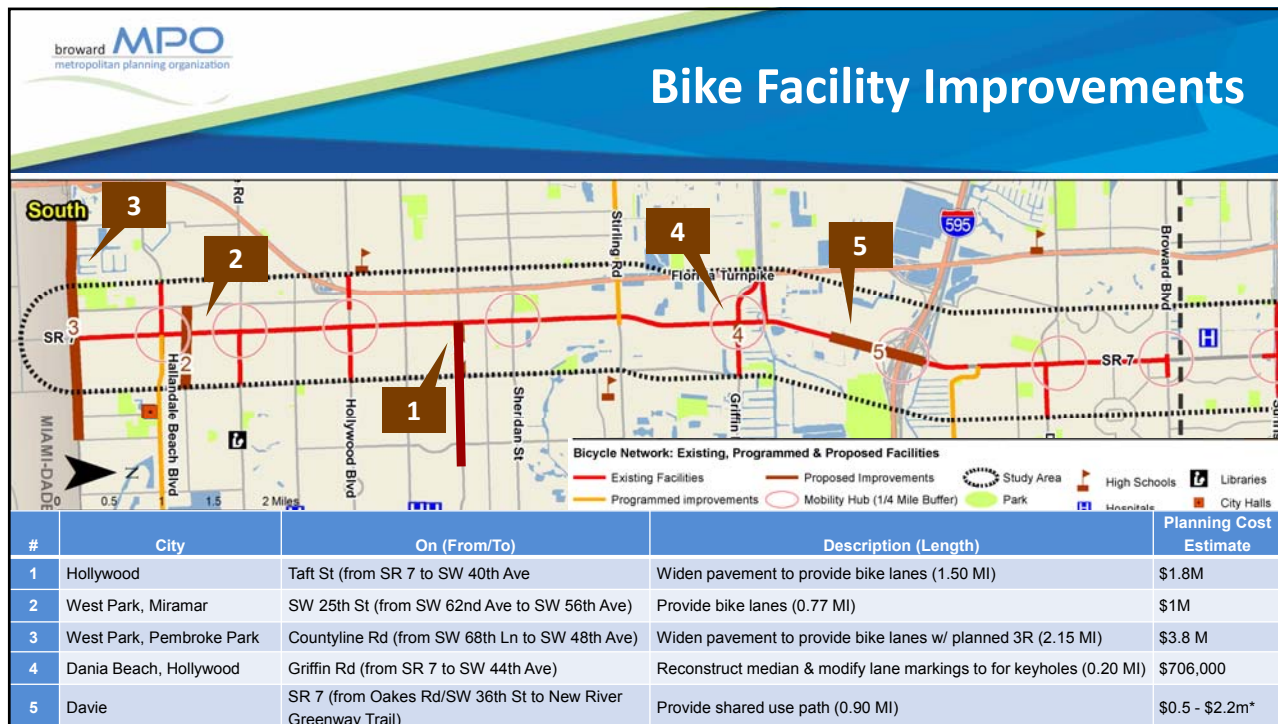
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## Bike/Pedestrian Network Connectivity Improvements

- Identified gaps in the existing plus programmed bicycle and pedestrian network on collector and arterial streets
- Recommend sidewalk and bike lane projects with:
  - Limited or no right-of-way impacts
  - Few constructability issues (e.g. drainage, trees, utilities)
- Projects may extend beyond study corridor

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## Major Intersection Project Recommendations

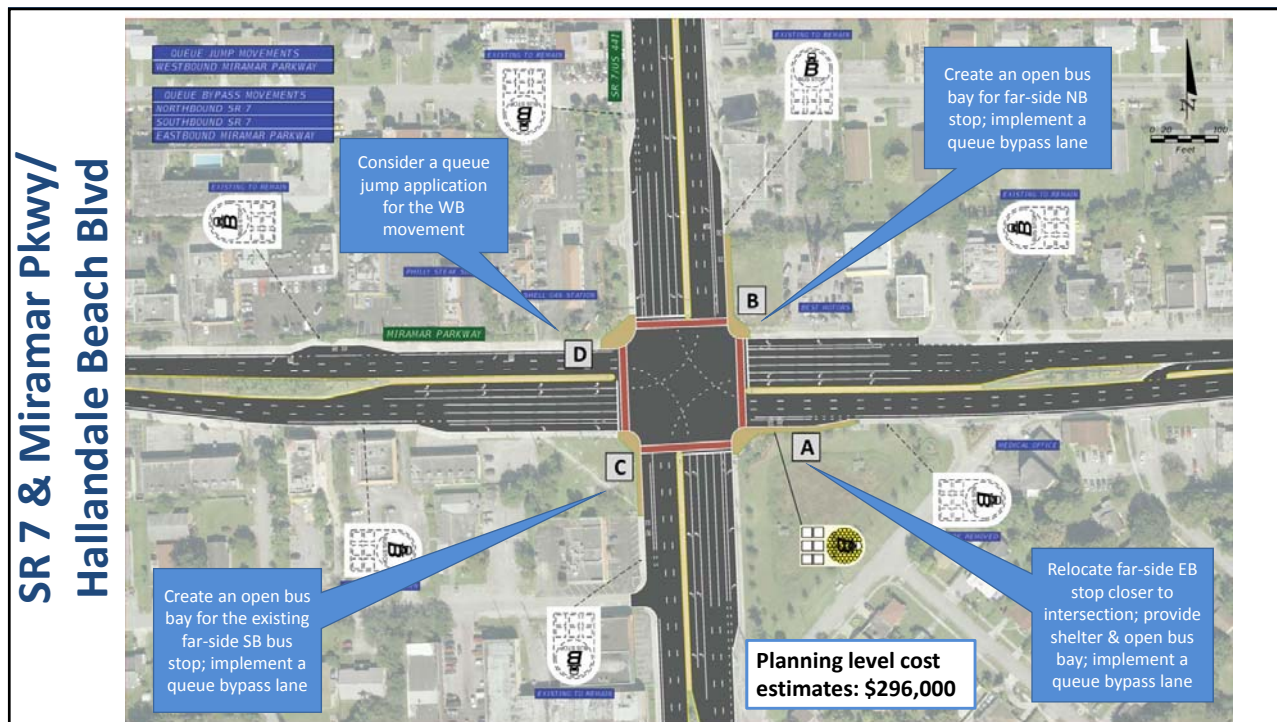
- Evaluated 15 major intersections along SR 7
- Recommendations developed based on existing conditions data, field review observations, engineering analysis and judgment, input from the PAC, and discussions with BCT and FDOT
- Abbreviated and full studies:
  - Abbreviated study: review of any existing plans, field visit, preliminary impact assessment, and preliminary recommendations
  - Full study: also includes detailed recommendations, engineering review of constructability, planning-level cost estimates, and VISSIM traffic analysis
    - Cost estimates include construction, contingency, design, and CEI

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## Miramar Parkway/Hallandale Beach Blvd (Full Study)

- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Tighten all curb radii where feasible.
    - Curb radii with an open bus bay (northeast, southeast, and southwest corners) were designed so right turning vehicles used the 2nd lane instead of the outside lane when merging into traffic.
    - This design will likely require a design variance from FDOT and right turning movements on red should be disallowed. However, based on FHWA's Designing for Pedestrian Safety, this design is encouraged.

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## Pembroke Rd (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Relocate curb ramp at southwest corner
  - Tighten radius at all corners – the southeast and northwest corners are top priority
  - Construct a sidewalk on the west side of SR 7 north of Pembroke Rd
  - Complete sidewalk network on west side of SR-7 south of Pembroke Rd
  - Create an open bus bay for the existing far-side northbound bus stop; implement a queue bypass lane; provide a shelter
  - Relocate far-side southbound bus stop closer to the intersection; provide a shelter

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## Hollywood Blvd (Abbreviated Study)

- Recommendations compliment Mobility Hub Analysis Report to improve pedestrian safety and better facilitate efficient transfers
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Consider implementing a queue jump treatment for the northbound and southbound directions, considering that bus bays are programmed as a part of the road widening project

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## Johnson St (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities
- Recommendations:
  - Upgrade existing pedestrian push buttons and associated signage
  - Upgrade all crosswalks to high-emphasis
  - Relocate the existing far-side northbound bus stop closer to the intersection; provide a shelter
  - Relocate the existing far-side westbound bus stop closer to the intersection; provide a shelter

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## Sheridan St (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities/safety
- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Verify intersection lighting
  - Provide a shelter for the existing far-side northbound bus stop
  - Relocate the existing far-side eastbound bus stop closer to the intersection and create an open bus bay; implement a queue bypass lane; provide a shelter
  - Consider moving the existing far-side westbound bus stop closer to the intersection

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## Stirling Rd (Abbreviated Study)

- Recommendations focus on improving pedestrian amenities/safety
- Recommendations:
  - Upgrade all crosswalks to high-emphasis
  - Consider providing a shelter for all of the existing bus stops
  - Relocate the existing far-side northbound and southbound bus stops closer to the intersection
    - Will require coordination with the Seminole Indian Tribe

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## Next Steps

- Finalize implementation plan and documentation
- Present Implementation Plan to Broward MPO TCC & CIR – June 22<sup>nd</sup>
- Present Implementation Plan to Broward MPO Board -- July 14<sup>th</sup>

*\*Note: FDOT Design Office now requires all non-state road projects to obtain support from their respective cities and/or County by requiring them to provide an Official Resolution to the Department before the project can be programmed for design.*

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## Questions

### • Project Team Emails

- Roxana Ene, Broward MPO Project Manager: [EneR@BrowardMPO.org](mailto:EneR@BrowardMPO.org)
- Demian Miller, Tindale Oliver Project Manager: [DMiller@TindaleOliver.com](mailto:DMiller@TindaleOliver.com)
- Laura Everitt, Tindale Oliver Project Manager: [LEveritt@TindaleOliver.com](mailto:LEveritt@TindaleOliver.com)

### • Project Hotline: (954) 952-9055

(Between 9 – 5 weekdays, or leave a message)

### • Project Website: [www.ImproveSR7.org](http://www.ImproveSR7.org)

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