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SR 7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY

Working Group South

January 28, 2016

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Agenda

- Public Engagement Summary
- Safety Review
- Multimodal Network
- Hubs/Hot-Spots

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Public Engagement

- Community/Group Meetings
- Telephone Town Hall
- Field Surveys

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Public Outreach

- Oakbrook Condominiums, January 26, 2016
- Broward College Student Life & Development, January 21, 2016
- Ascension Peace Presbyterian Church, January 13, 2016
- Kiwanis Club, January 12, 2016
- **Davie-Cooper City Chamber of Commerce, January 7, 2016**
- Advisory Board Gateway Development Office, December 10, 2015
- SR 7 Smart Growth Partnership Lunch and Learn, November 24, 2015
- **E-Townhall Meeting, November 10, 2015**
- **Hollywood Gardens West Civic Association, September 10, 2015**
- Broward Estates Civic Association, September 8, 2015
- Saint George Civic Association, September 8, 2015
- **The Johnson Street Business District, August 12, 2015**

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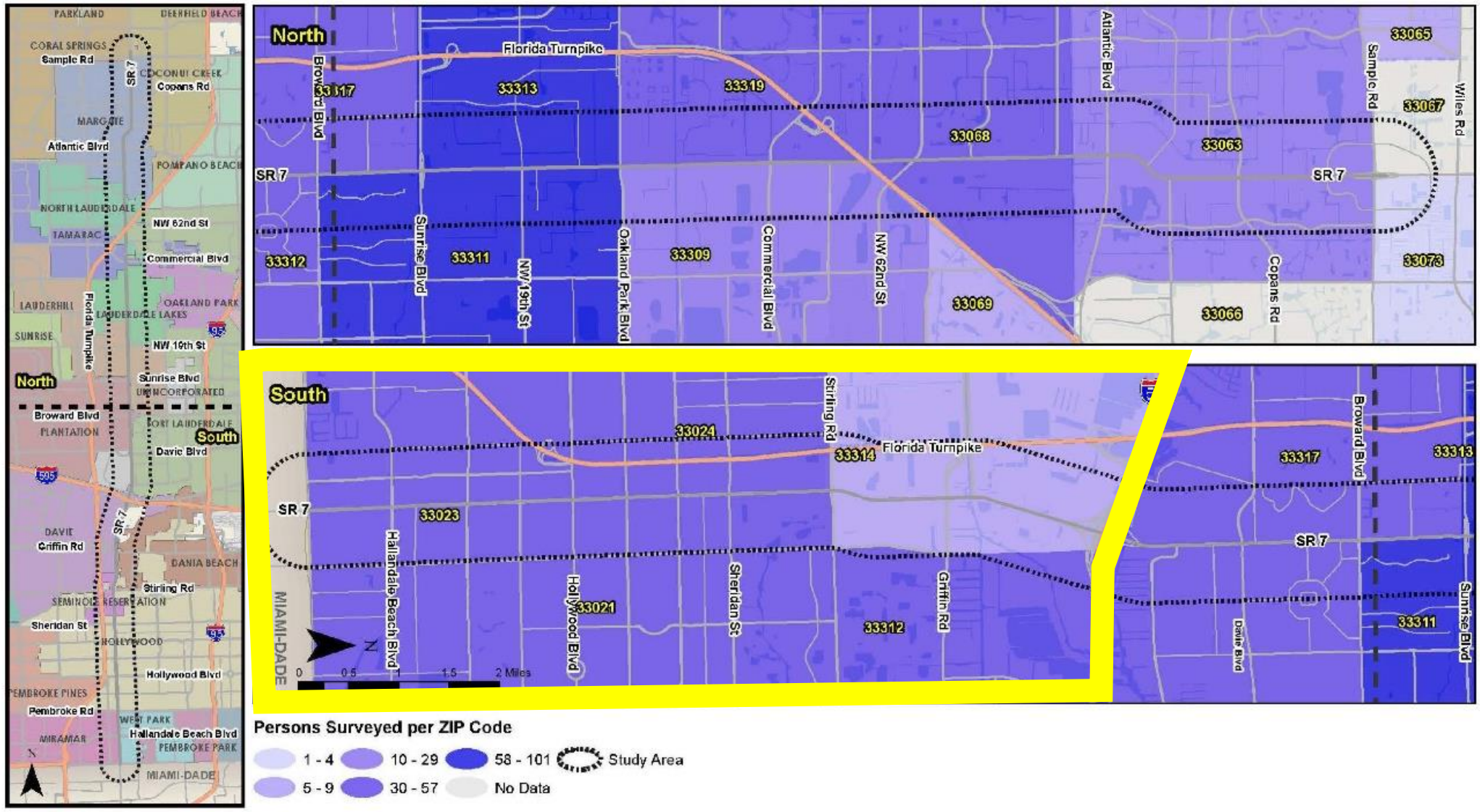
Public Participation Levels



Source: SR 7 Intercept Survey

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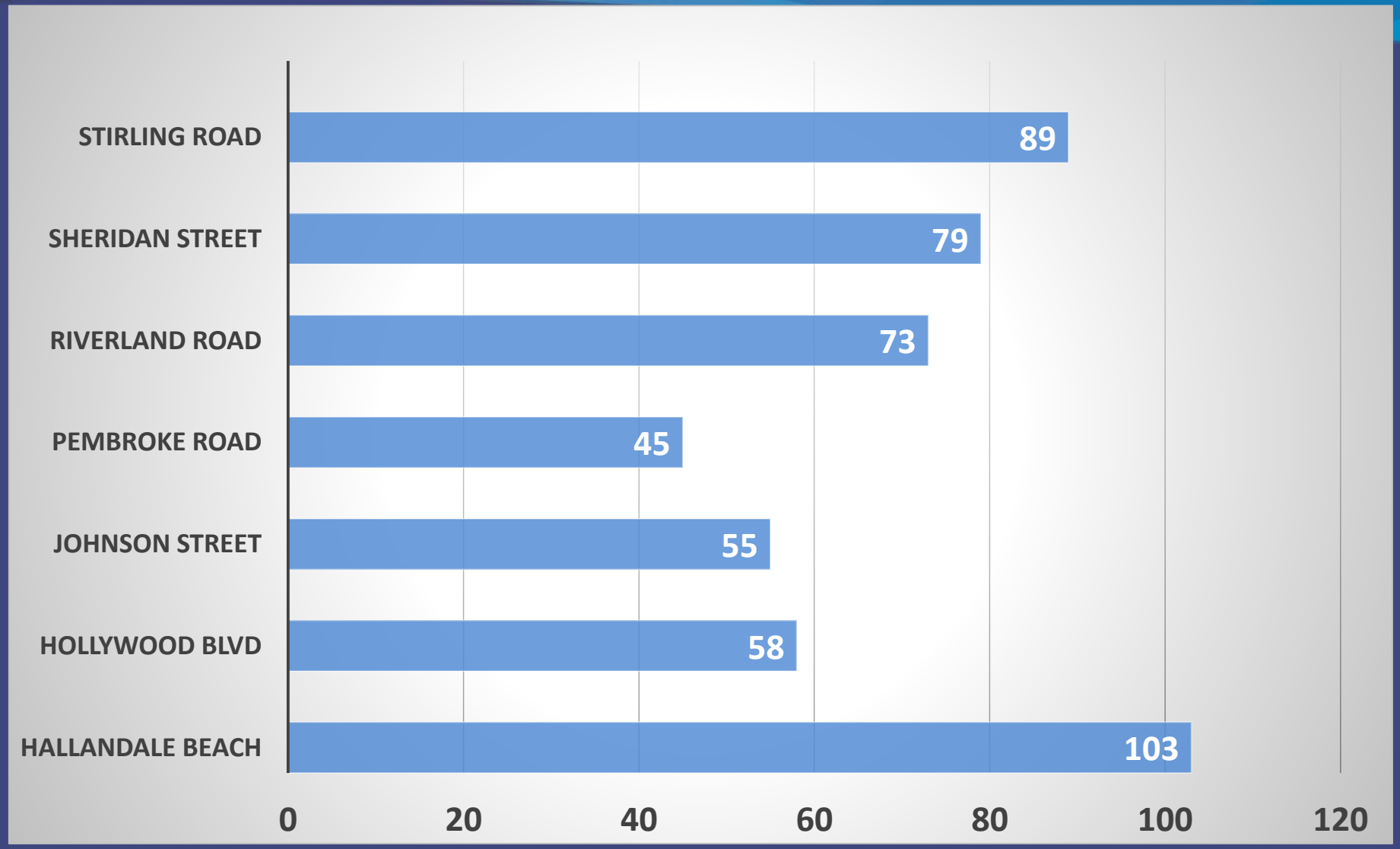
Survey Respondents



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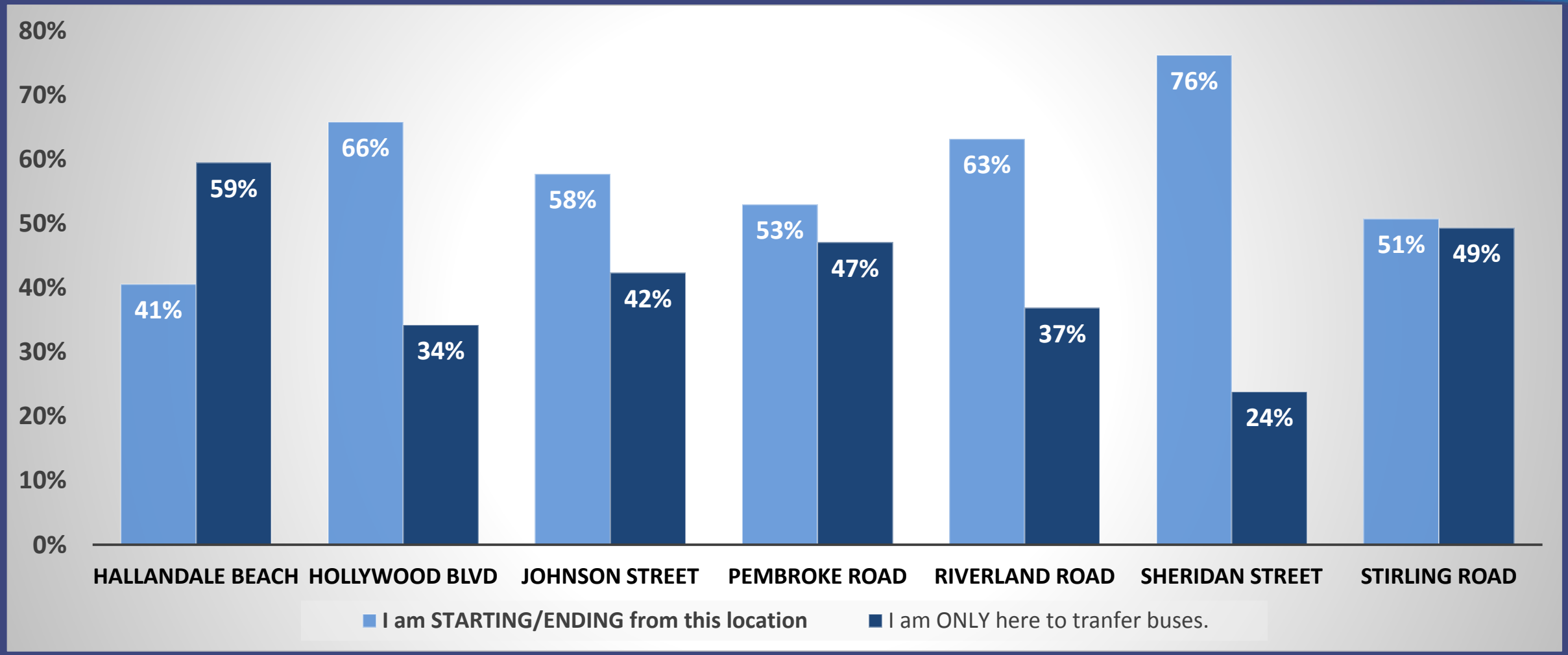
Bus Purpose



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Safety Analysis & General Recommendations

- Crash Data
- Best Practice Countermeasures

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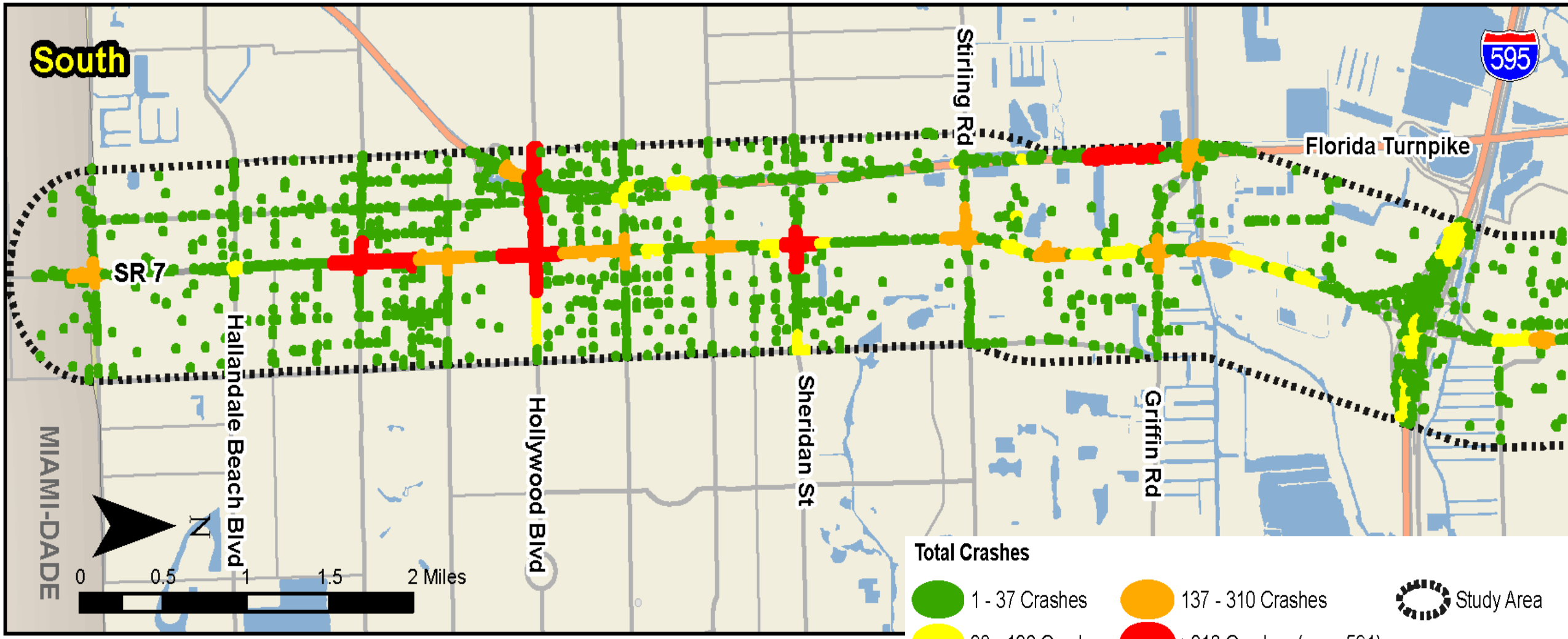
All Crashes



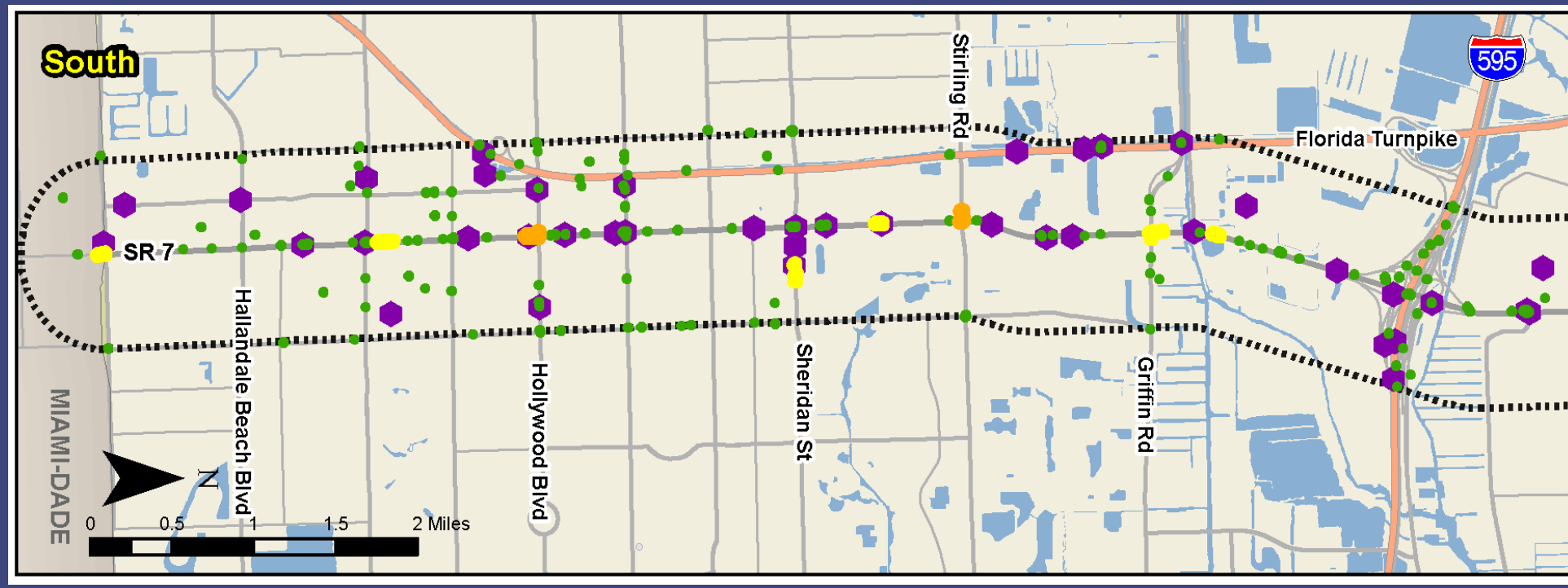
All Severe Crashes

Severe injury crashes

- 1-4 severe injuries
- 5-8 severe injuries
- 9-13 severe injuries
- >13 severe injuries (max 38)

Fatalities

- 1-2 fatalities



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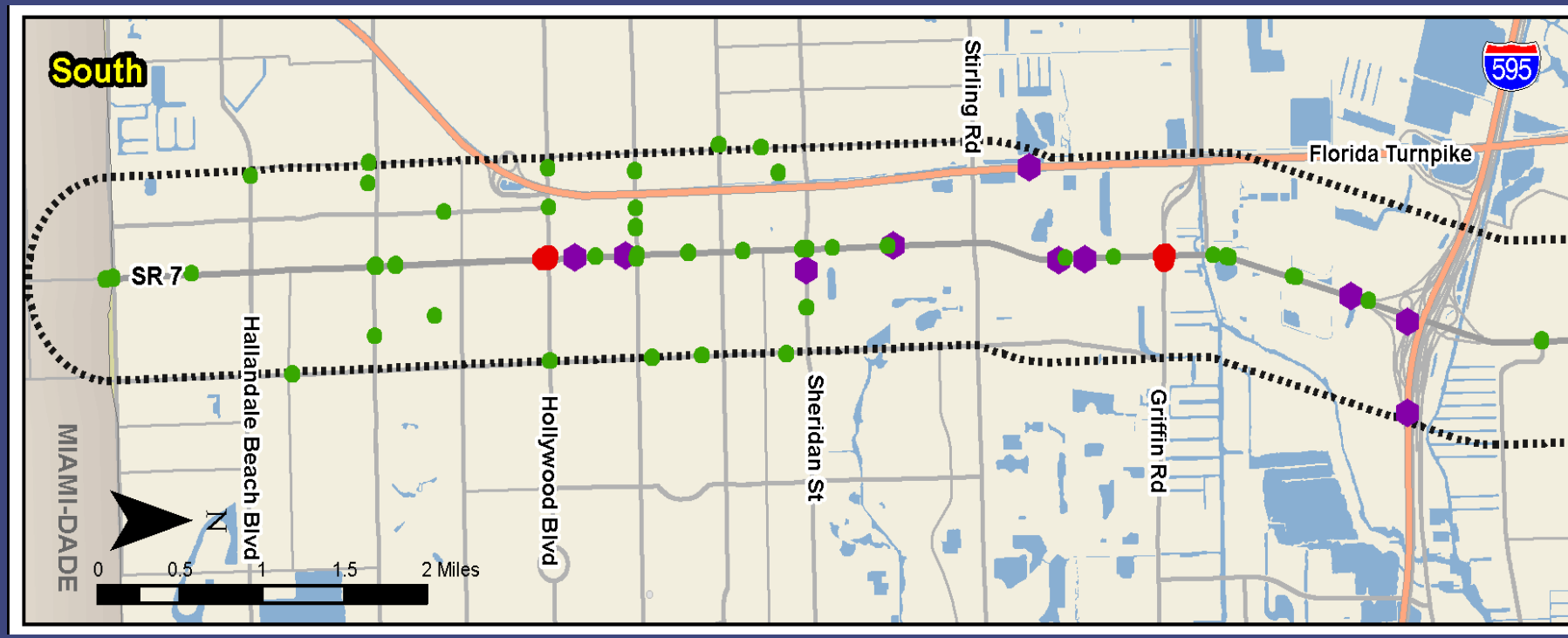
Bicycle/Pedestrian Crashes

Bicycle and pedestrian crashes only:

- Severe injury crashes
  - 1-3 severe injuries
  - 4-6 severe injuries
- Fatalities
  - 1-2 fatalities



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Short-Term Improvement Concepts

Right-Turn Yield to Pedestrians Signs

R10-15 signs should be considered in locations where high-speed/high volume right turns are likely. Examples include locations where intersection skew allows for higher-speed movements or where dual right-turn lanes are provided.

Countdown Pedestrian Signals

Countdown pedestrian signals provide more definitive feedback to pedestrians than standard flashing “Don’t Walk” indications and have become standard in many jurisdictions throughout Florida. If installed, they should be timed such that the maximum “Walk” phase is provided and the countdown will reach zero concurrent with the thru phase going to amber.

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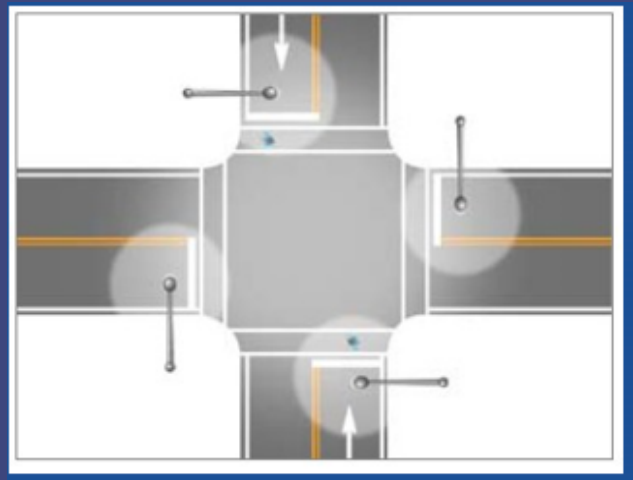
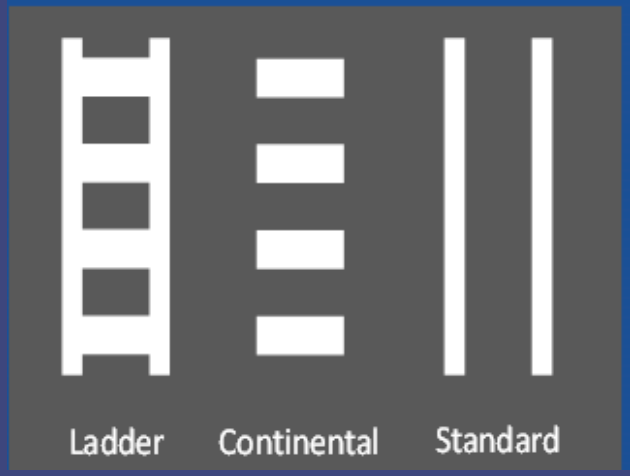
Short-Term Improvement Concepts



Intersection/Crosswalk Area Lighting

Roadway lighting is critical component of roadway safety and should be designed to provide the adequate illumination for all roadway users. There are many factors that affect roadway lighting (location, orientation, intensity, color, ambient light, etc.) and its effectiveness in increasing safety. New research on the placement of lighting in relationship to crosswalks is summarized in FHWA's *Informational Report on Lighting Design for Midblock Crosswalks*; Figure 1 provides an example of the preferred lighting locations.



High-Emphasis Crosswalk Markings

Crosswalks are a vital part of the pedestrian network; they define a designated crossing area for pedestrians and alert drivers to the likelihood of pedestrians. There are many different types of acceptable crosswalk markings/treatments, but the ladder crosswalk marking (Figure 2) is often considered the preferred treatment. The longitudinal markings, in addition to the parallel edge-line markings, of the ladder crosswalk, provide more surface area to be seen by drivers and are more visible from further distances.

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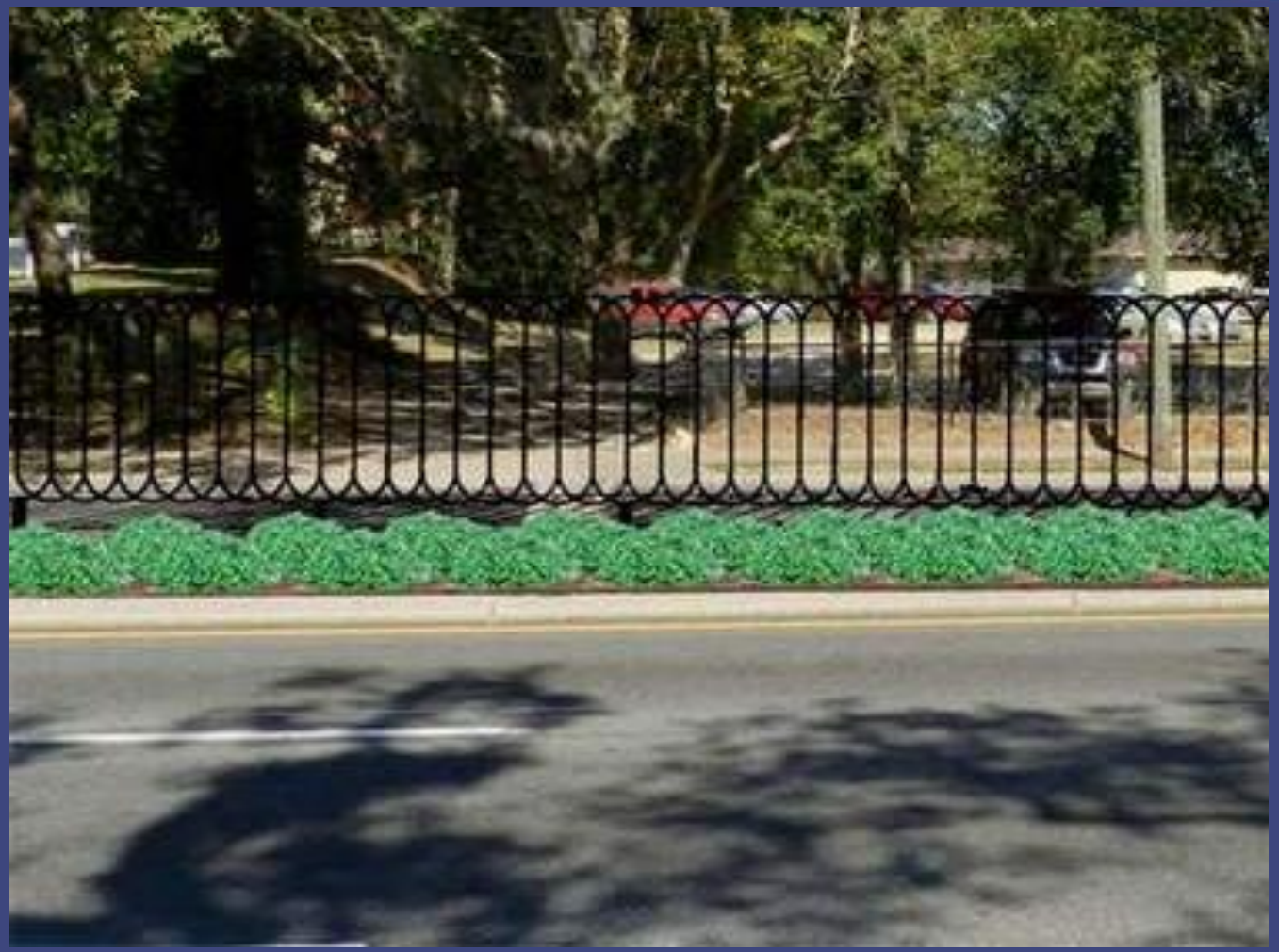
Pedestrian Channelization

- Used to encourage pedestrians to cross at signals/marked crosswalks
- Should be applied in combination with proper bus stop siting and signalized intersection safety enhancements



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Multimodal Network

- Bike Network
- Sidewalk Network

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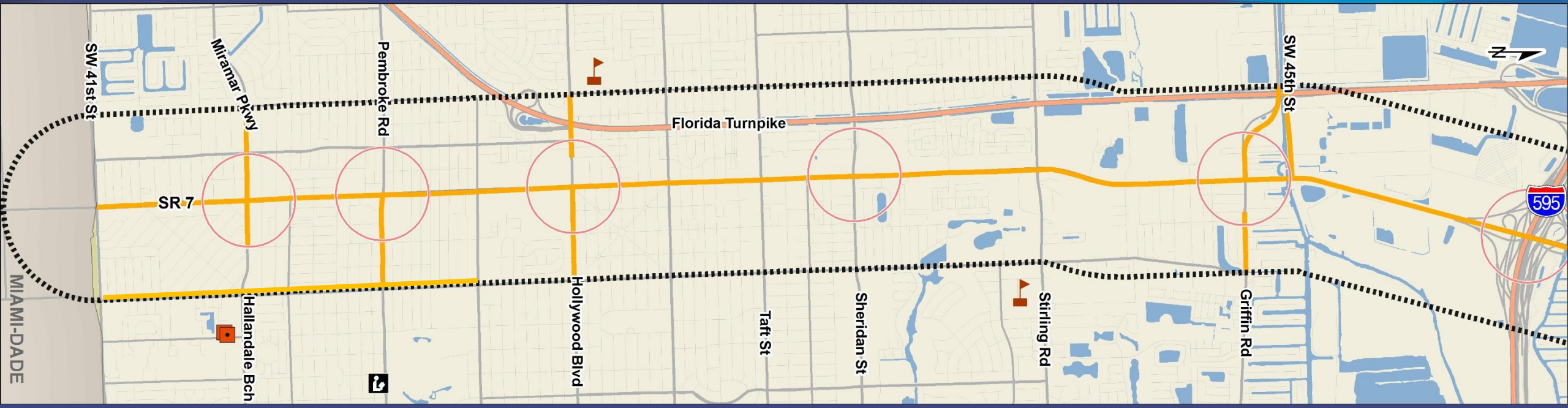
Multimodal Network
Existing Bike Facilities



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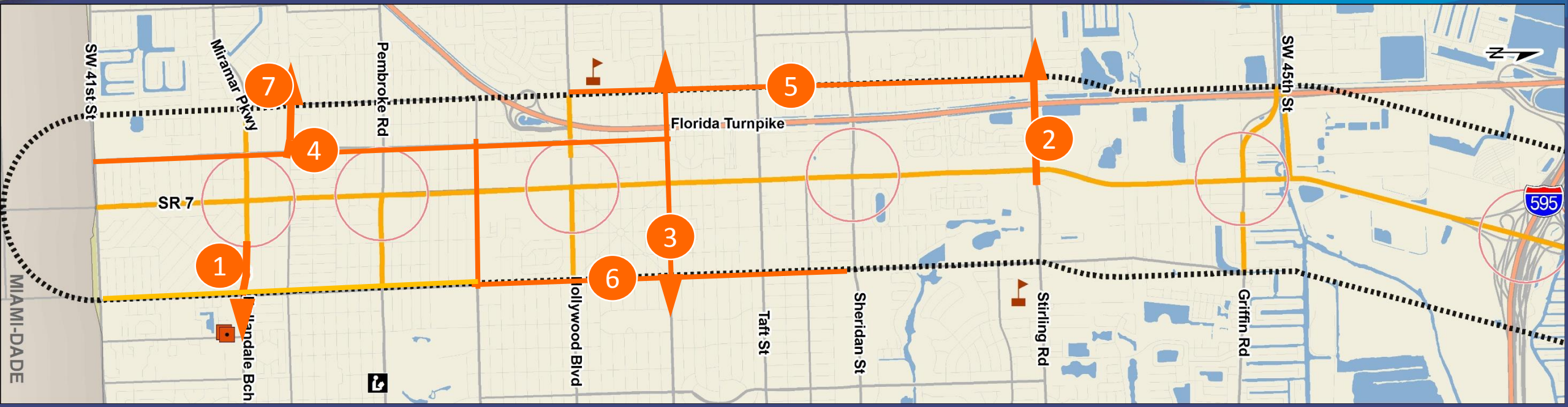
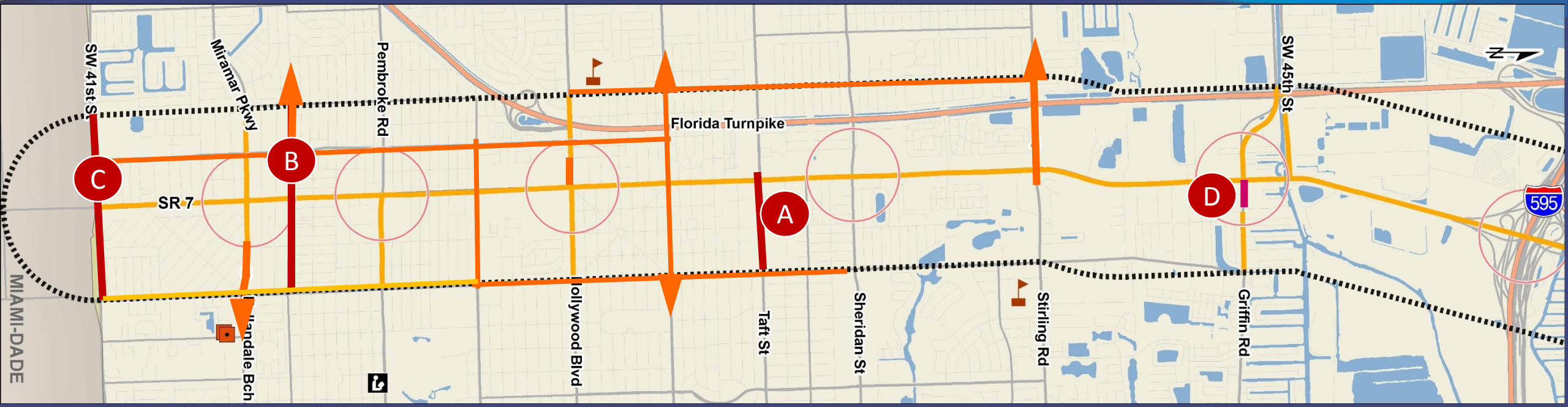
Multimodal Network
Programmed Bike Facilities



1. Resurfacing Hallandale Beach Blvd from SR 7 to Lakeshore Blvd (2017)
2. Resurfacing Stirling Rd from University to SR 7 (2017)
3. Johnson Street Improvements Included w/ Hollywood/Pines Blvd. Recs.

#4 - 7. Phase III Mobility Project Bike Lanes

Multimodal Network
Proposed Bike Facilities



ID	Onstreet	From	To	Recommendations
A	Taft St	SR 7	SW 56th Ave	ROW exists for bike lanes, but requires pavement widening
B	SW 25th St	SW 64th Ave	SW 56th Ave	ROW exist both sides to pave shoulders
C	C.L. Rd	NW 7th Ave	SW 56th Ave	ROW exists for bike lanes, but requires pavement widening
D	Griffin Rd	SR 7	SW 44th Ave	Investigate Bike Keyhole Options

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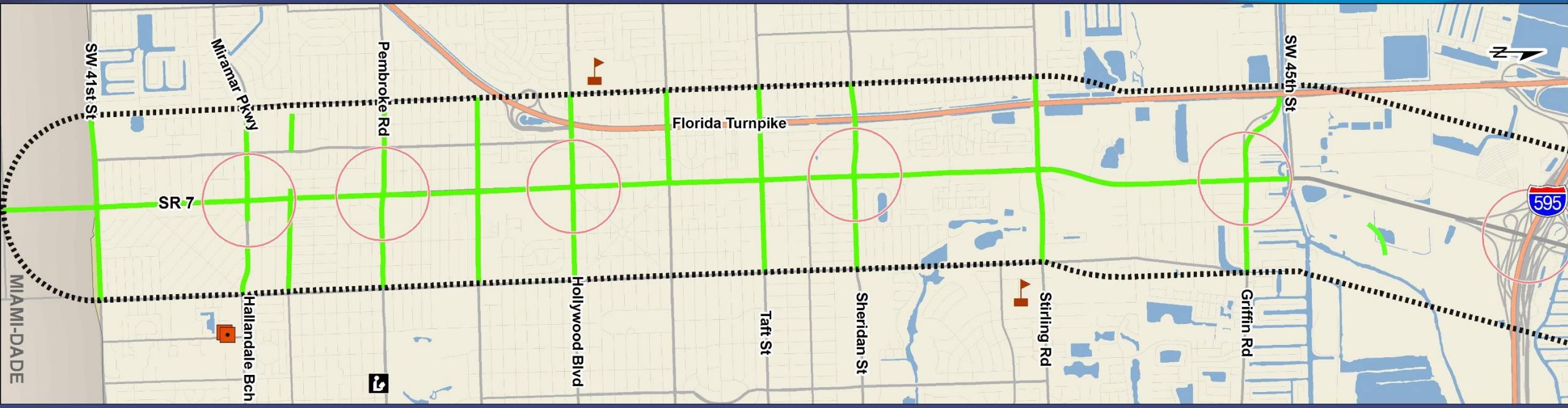
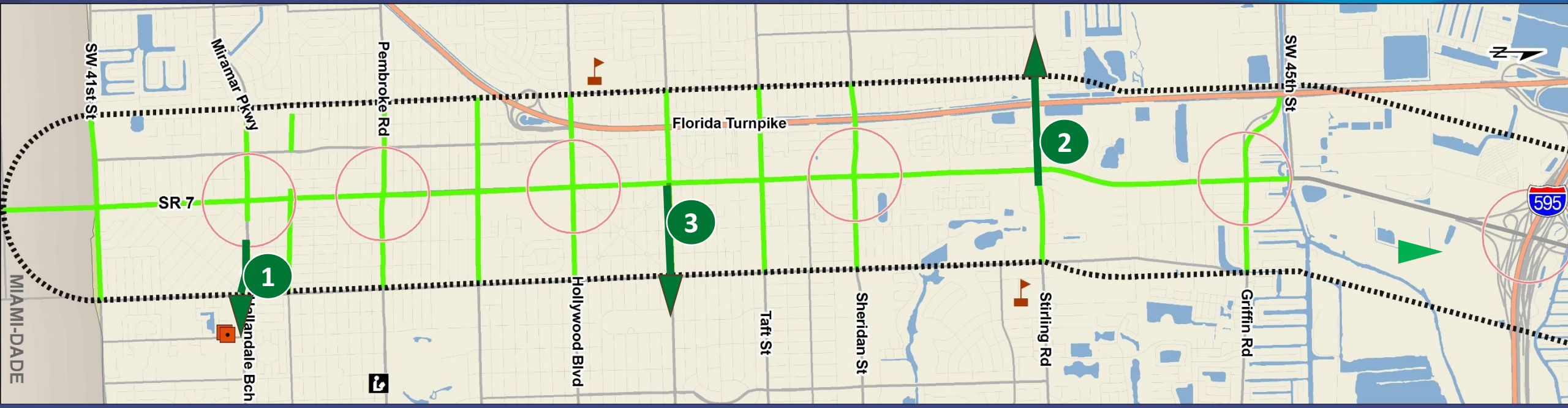
Multimodal Network
Existing Sidewalk Facilities



Multimodal Network
Programmed Sidewalk Facilities



1. Resurfacing Hallandale Beach Blvd from SR 7 to Lakeshore Blvd (2017)
2. Resurfacing Stirling Rd from University to SR 7 (2017)
3. Sidewalks on Johnson Street from SR 7 to N 56th Ave

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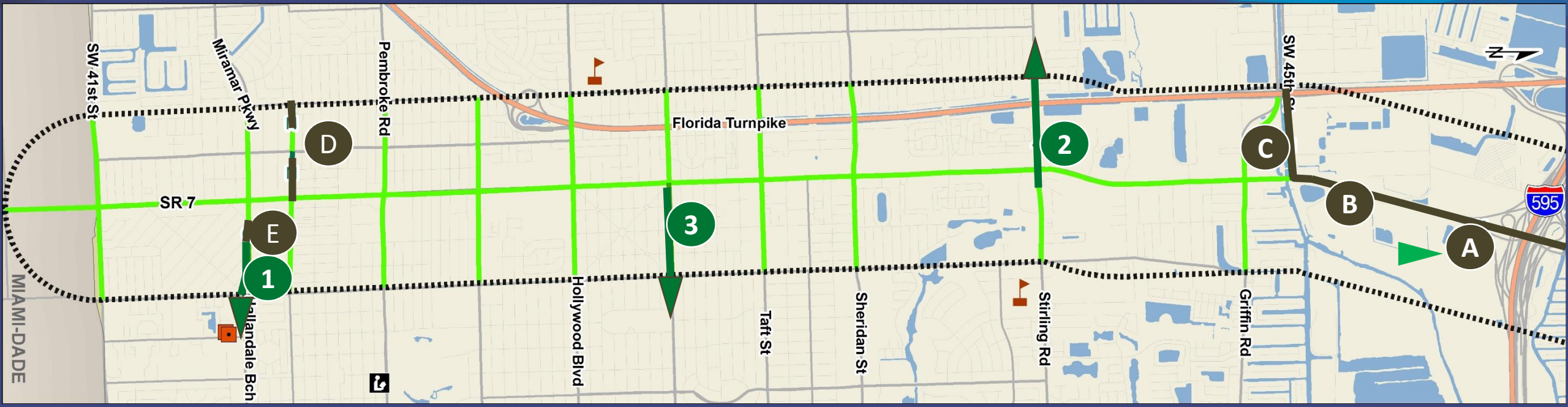
Multimodal Network
Proposed Sidewalk Facilities



ID	Onstreet	From	To	Recommendations
A	SR 7	Oakes Rd/SW 36th St	New River Greenway Trail	Consider trail connection through median of SR 7
B	SR 7	SW 45th St	Oakes Rd/SW 36th St	ROW exists for sidewalk on east side, sidewalk exists on west
C	SW 45th St	Turnpike	SR 7	Trail on south side (canal), north side is about 1/3 complete
D	SW 25th St	SW 64th Ave	SR 7	Complete gaps to provide sidewalk on north side (1/4 mile)
E	Hallandale Beach Blvd	Edmund Rd	SW 58th Ave	Delineate (stripe) sidewalk from paved parking along north side

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Hub/Hot-Spot Discussion

- Design Concepts
- Hot-Spot/Focus Locations
  - Hallandale Beach Boulevard/Miramar Parkway
  - Pembroke Road
  - Hollywood Boulevard
  - Sheridan Street
  - Stirling Road

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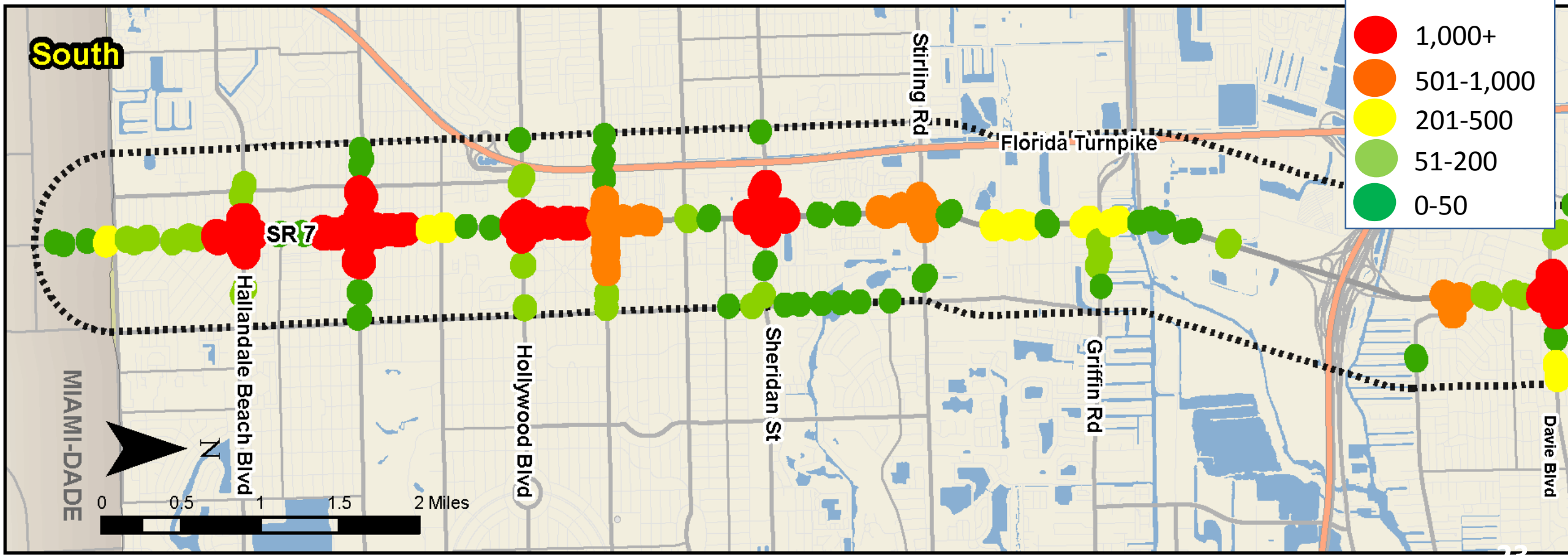
Transit Stop Activity



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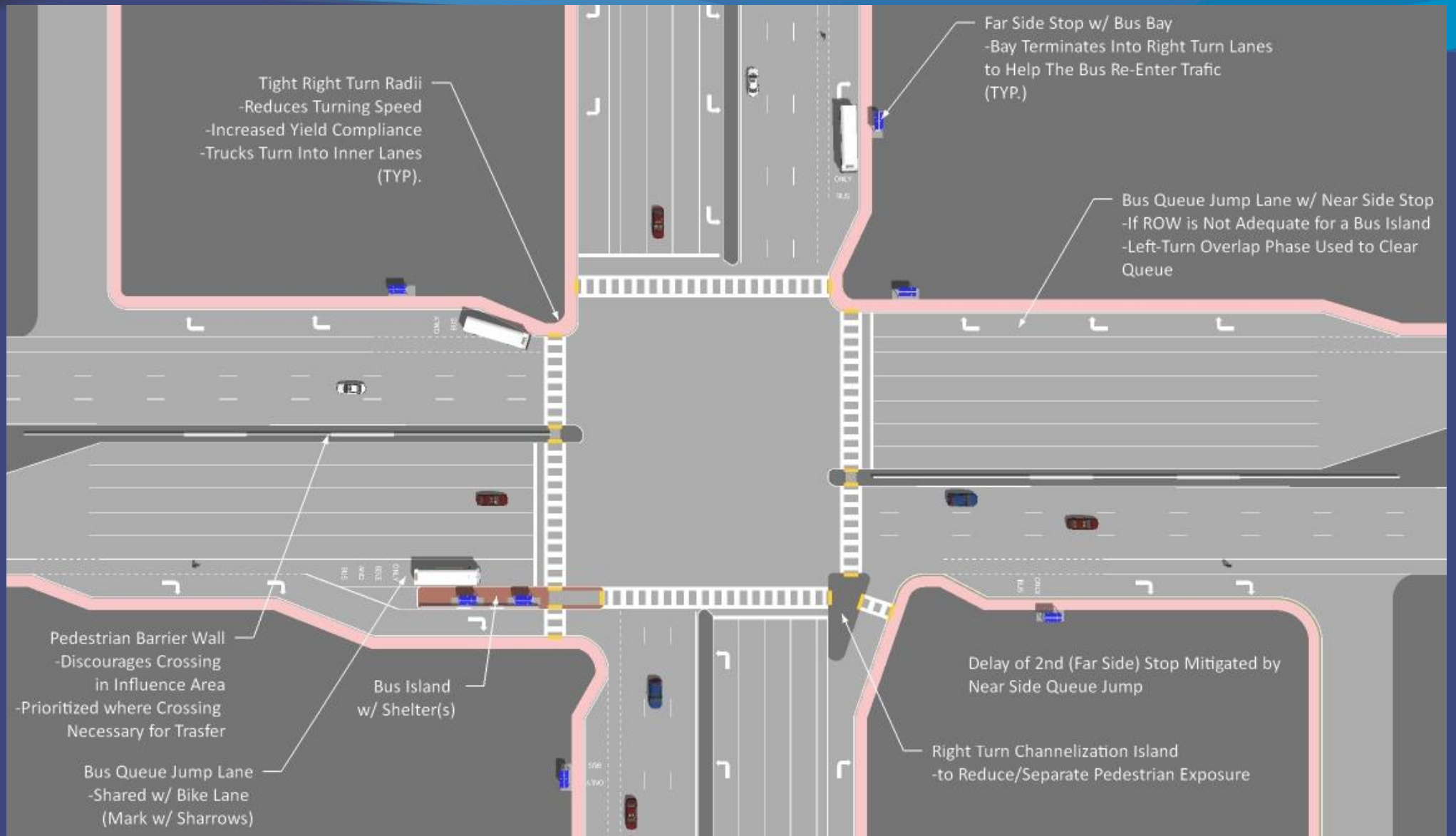
Design Concepts



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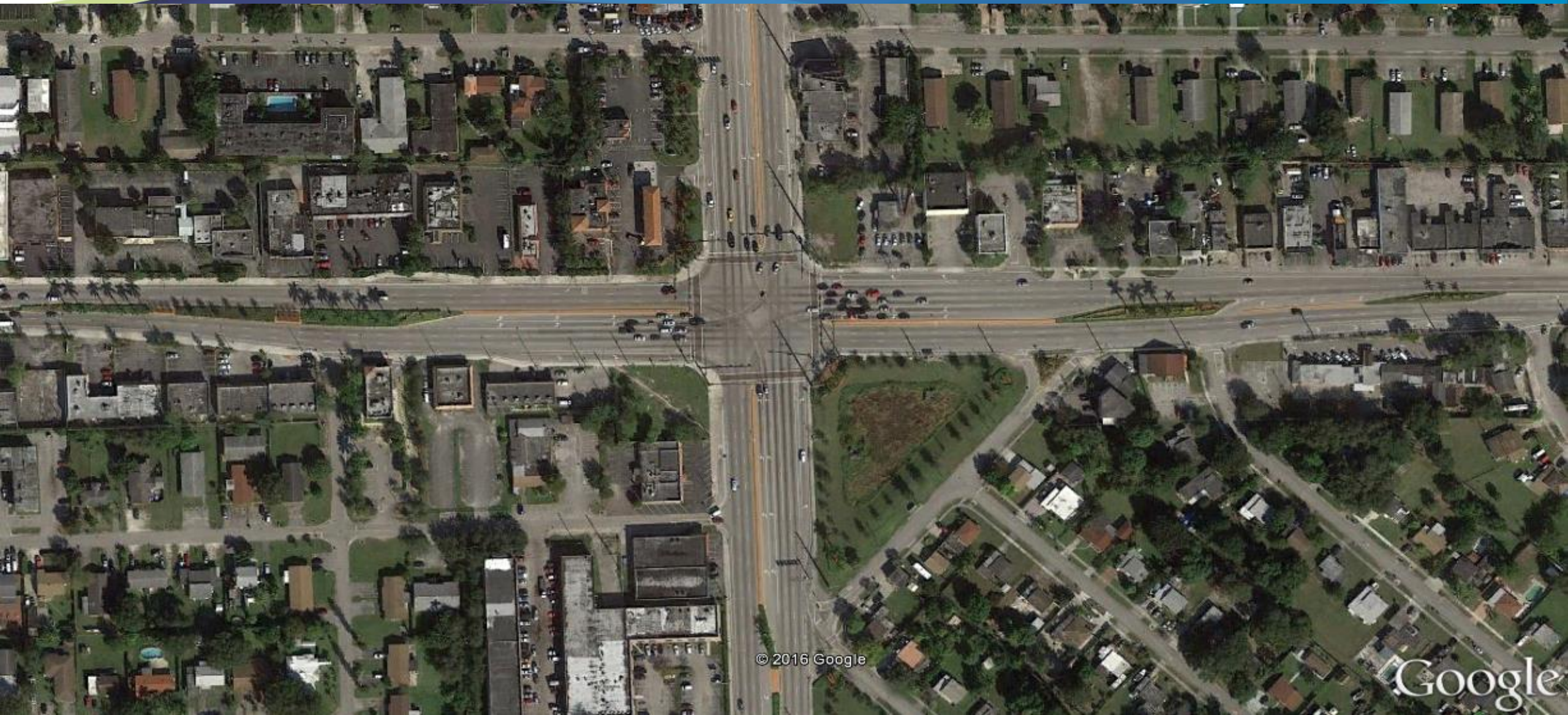
Focus Areas:
Hallandale Beach Blvd/Miramar Pkwy



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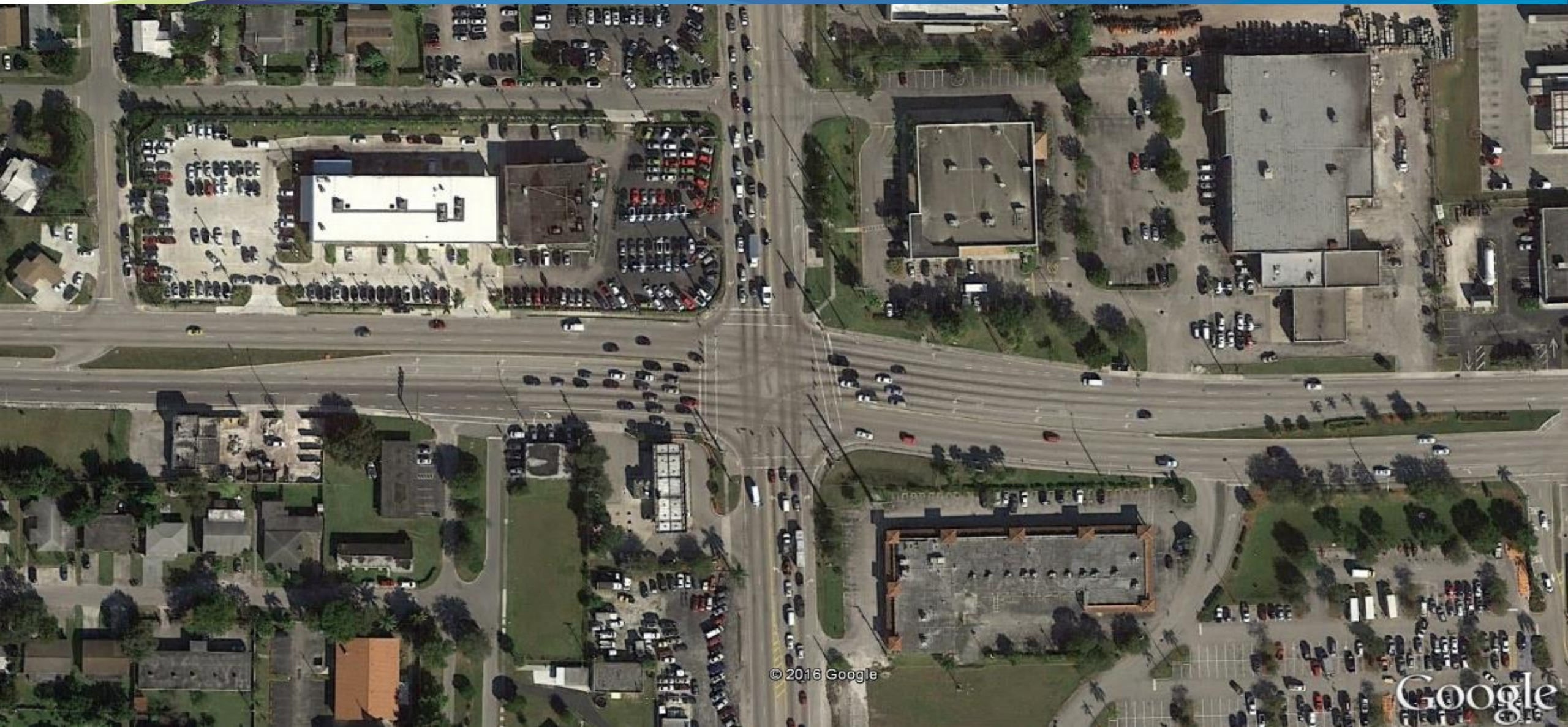
Focus Areas: Pembroke Road



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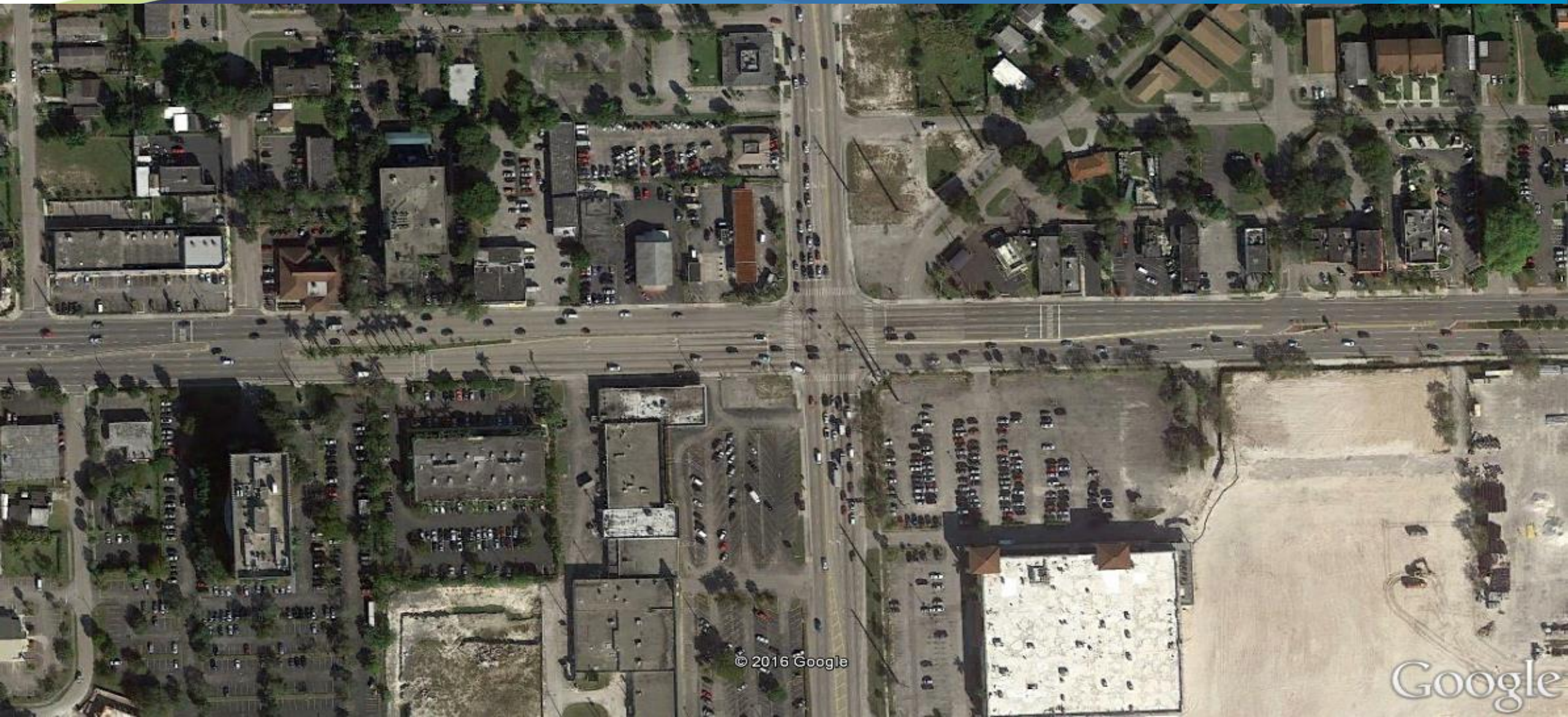
Focus Areas: Hollywood Boulevard



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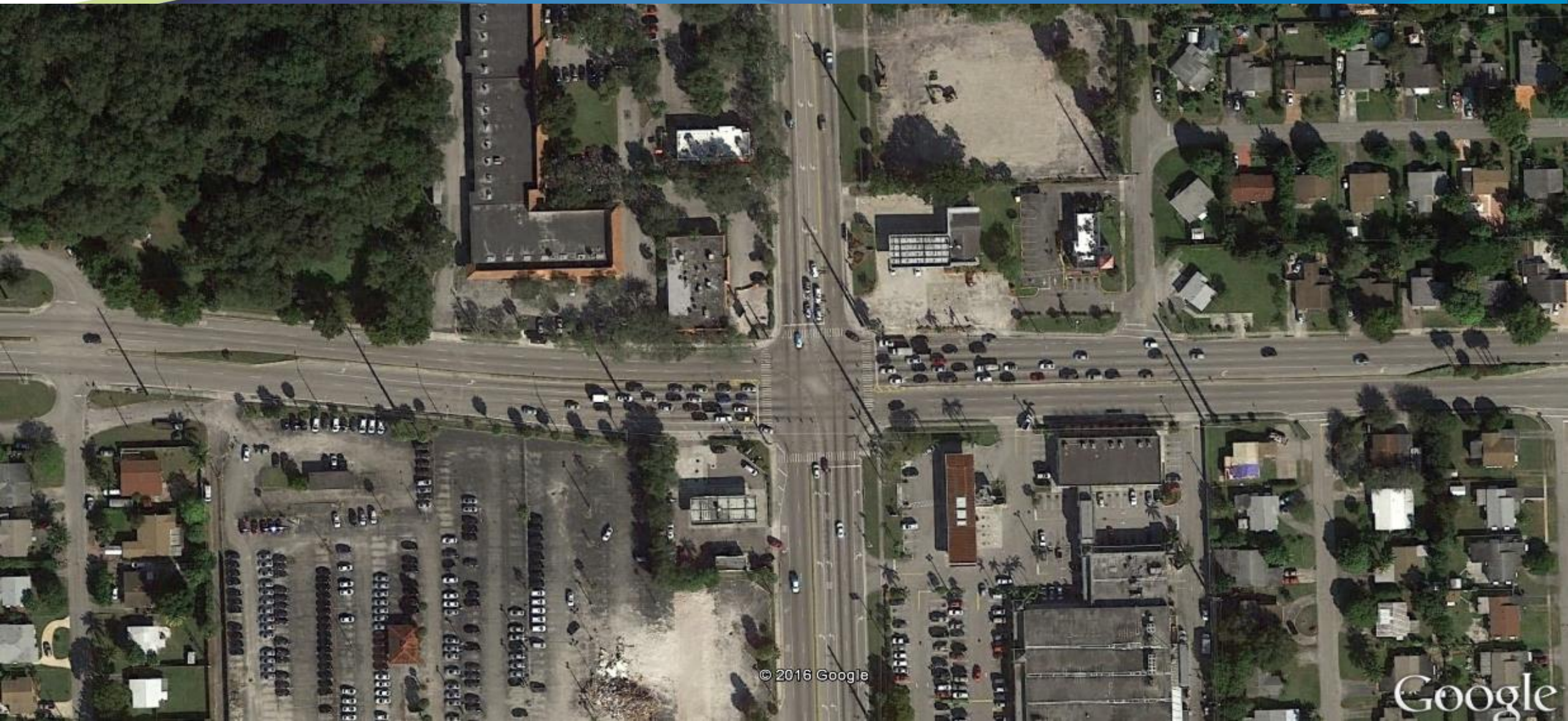
Focus Areas: Sheridan Street



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Focus Areas: Stirling Road