

4.2.1 TRAFFIC ANALYSIS FOR ALTERNATIVE CONCEPT

Two concepts were considered for the Taft Street corridor to achieve the project goals of safer streets for the Taft Street corridor. A 4-lane concept (Preferred Concept) and a 2-lane repurposing concept (Alternative Concept). A traffic analysis was conducted only for the Alternative Concept to evaluate its effects. Even though the Alternative Concept is not the Preferred Concept, the following information can be beneficial to determine the appropriate concept during implementation.

Proposed improvement would repurpose the outside lane into a landscape area with shade trees and wide, 12-foot, multiuse path on both sides of the street. This would also allow the shortening of pedestrian crossings and allow for less substantial traffic control devices. Single lane roundabouts were also considered for this corridor to further support the safety goals.

The lane repurposing analysis which utilized the 2023 FDOT Multimodal QLOS Handbook concluded that all intersections and segments within the Taft Street corridor would operate at acceptable levels of service (LOS) for the lane repurposing condition during both the existing year traffic (2024) and the future year traffic (2044). The analysis utilized a conservative annual traffic growth rate of 1% which is higher than the corridor has seen using historical FDOT AADT volumes and higher than the regional transportation (SERPM) model predicts. Zero traffic diversion was modeled to analyze the most conservative or worst-case traffic volume scenario for the corridor.

Intersection delay was conducted using Synchro 12 software for both the morning (AM) and afternoon (PM) peak hour within four scenarios: 1) Existing (2024) No-Build/4-lanes; 2) Existing (2024) Build/2-lanes; 3) Future (2044) No-Build/4-lanes; and 4) Future (2044) Build (2-lanes). The results in **Table 1** show that all intersections will operate at acceptable levels of service within a 2-lane scenario in the future year utilizing zero traffic diversion and a higher than predicted traffic growth percentage.

TABLE 1: 2-LANE VS. 4-LANE TRAFFIC ANALYSIS, YEARS 2024 AND 2044

LOS *	2024 4-lanes	2024 2-Lanes	2044 4-Lanes	2044 2-Lanes
N. 64 th Avenue	C (D)	D (D)	D (E)	E (E)
N. 66 th Avenue	A (B)	B (B)	B (B)	D (C)
N. 68 th Avenue	A (A)	A (B)	A (B)	B (D)
N. 70 th Terrace	A (A)	A (A)	A (A)	A (A)

*PM Peak LOS shown in parenthesis

All the traffic analysis can be found in **Appendix D**.

TABLE 2: SHORT TERM RECOMMENDATIONS

Lead agency for all recommendations is City of Hollywood unless otherwise noted.

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Perform maintenance of existing lighting	Improve visibility and awareness at night
Corridor-wide	Reduce target speed and posted speed to 30 MPH	Reduce speeding. This also allows for certain countermeasures that would not be allowed at 35 MPH
Corridor-wide*	Consolidate and relocate bus stops closer to marked crosswalk locations	Aligns crossing needs with infrastructure to reduce unexpected conflicts and encourage safer crossings
Corridor-wide*	Implement Leading Pedestrian Interval (LPI) at all signalized intersections	Improve visibility and awareness of pedestrians
Corridor-wide*	Install retroreflective signal backplates at all signalized intersections	Improve visibility and awareness of traffic signal
Corridor-wide	Install speed feedback signs	Reduce speeding and increase awareness
N 70 th Terrace	Install High Visibility Crosswalks	Improve visibility and awareness of pedestrians
N 68 th Avenue	Install High Visibility Crosswalks	Improve visibility and awareness of pedestrians
Between N 68 th Avenue to N 66 th	Install Speed Radar Sign	
N 66 th Avenue	Install High Visibility Crosswalks	Improve visibility and awareness of pedestrians
N 64 th Avenue	Install High Visibility Crosswalks	Improve visibility and awareness of pedestrians

*Noted recommendations to be led by Broward County Government in collaboration with City of Hollywood.

TABLE 3: LONG TERM RECOMMENDATIONS FOR PREFERRED CONCEPT

Lead agency for all recommendations is City of Hollywood unless otherwise noted.

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Upgrade lighting	Improve visibility and awareness at night. Tree trimming on north side of Taft will help light reach sidewalk and roadway.

Broward Safety Action Plan (BSAP)

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Narrow lanes - 11' outside / 10' inside	Reduce speeding
Corridor-wide	Add spot medians	Reduce speeding, control turning movements, and add refuge for midblock crossings.
Corridor-wide	Street Trees	Creates perception of narrower roadway to decrease speeds. Vertical barrier between vehicles and pedestrians. Provide shade next to sidewalks.
N 70 th Terrace	Provide a raised intersection	Reduce speeding. Improve visibility and awareness of pedestrians
West of N 69 th Way	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
N 69 th Way	Relocate Bus Stop*	Reduce conflicts by aligning infrastructure
Corridor-wide	Tighten curb radii	Reduce speed of turning vehicles
East of N 69 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
West of N 64 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
West of N 66 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
East of N 66 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
West of N 64 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
N 64 th Avenue	Provide a raised intersection	Reduce speeding. Improve visibility and awareness of pedestrians
East of N 64 th Avenue	Install a raised crosswalk with RRFB	Improve visibility and awareness of pedestrians
East of N 62 nd Avenue	Install raised crosswalk with a RRFB	Improve visibility and awareness of pedestrians
West of Hollywood Memorial Gardens East driveway	Install raised crosswalk with a RRFB	Improve visibility and awareness of pedestrians
From N 64 th Avenue to SR 7	Narrow lanes to install a 6' sidewalk on the south side	Improve visibility and awareness of pedestrians

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