

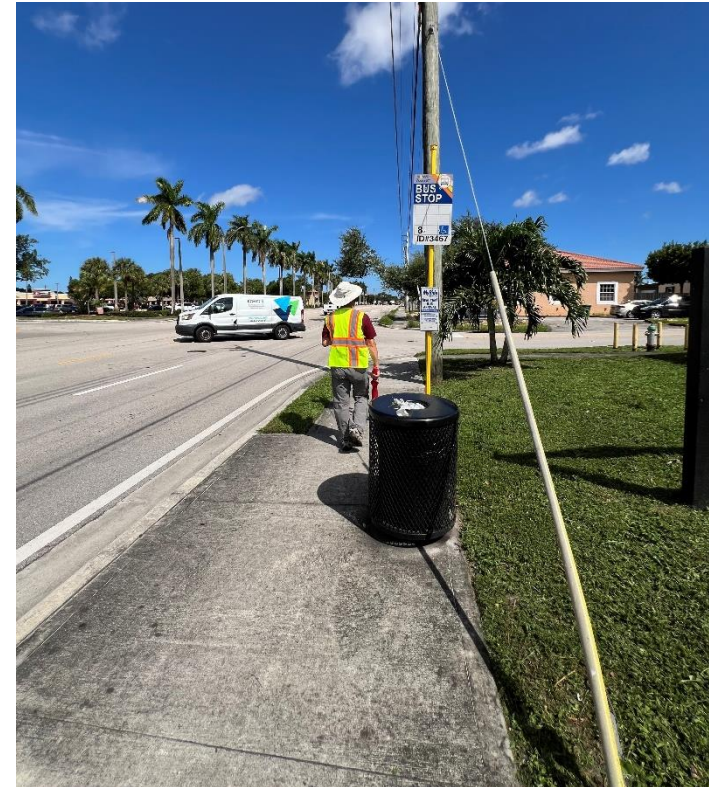
3 AGENCY AND PUBLIC INVOLVEMENT

3.1 ROAD SAFETY ASSESSMENT

A corridor specific Road Safety Assessment (RSA) was completed on October 1, 2024 to document deficiencies that could impact safety and mobility along the corridor. The RSA, through its collaborative and on-the-ground nature with a multi-disciplinary team of practitioners, is intended to reveal issues and opportunities that may not be otherwise evident through traditional data collection methods. Field materials were provided ahead of the RSA to include a summary of crashes, prompt lists and questions, and aerial maps. Following a briefing on the RSA goals and safety protocols, participants split into two groups to walk the study segment, pausing at numerous locations to discuss observations and insights. The RSA was completed on a typical weekday, so the findings are understood to represent a snapshot of the typical travel patterns and user behavior. The stakeholders that attended the RSA included:

- City of Hollywood Engineering Department
- City of Hollywood Police Department
- Broward County
- Broward MPO
- AARP
- Consultant Team

All materials and notes from the Road Safety Assessment are included in **Appendix A**.



3.4 FINAL PUBLIC MEETING

The final public meeting for this priority corridor was held on Monday February 10, 2025 at the Boulevard Heights Community Center in the City of Hollywood, FL. This meeting focused on presenting the corridor safety improvements to meet the safety needs identified through safety data analysis and public safety concerns. The meeting was held from 6:00 PM to 7:30 PM. A 15-minute presentation included an overview of the crash statistics, the design approach to redundant layers of safety, a review of the major findings of the BSAP, a review of the initial public meeting comments and a request for comments from attendees. Following presentation, project leaders presented the proposed improvements within a design roll plot of the corridor and requested feedback and comments. Attendees were provided with three ways to share comments- comment cards, verbal comments added to maps on sticky notes or adding them to the website map online. The materials presented at the meeting included:

- Project overview presentation
- Preliminary Safety Corridor Concept Roll Plot
- Corridor Safety Analysis Board
- Safety Countermeasures Boards with over 40 safety countermeasures presented (**Appendix E**)
- Proposed Typical Section Board

This meeting was attended by 12 people plus City, County, and BMPO staff. Safety information pamphlets and safety bracelets, bike lights, and reflective bags were provided to attendees.

All final public meeting materials are included in **Appendix C**.



4 BSAP CORRIDOR RECOMMENDATIONS

Based on the analysis of existing conditions along the corridor, the project team identified several opportunities and constraints to consider in the development of recommendations.

4.1 CORRIDOR OPPORTUNITIES AND CONSTRAINTS

Several opportunities were identified for considerations to improve safety for all modes of transportation:

- Travel speeds along the corridor can be better managed through design elements aiming at a target speed of 30 MPH.
- Context Classification C4 Urban General, existing to remain.
- Given the current and projected traffic along the corridor, there was an opportunity to repurpose the existing 5-lane section to a 3-lane with a center median and urban side paths and landscaping on either side. This repurposing also would allow for the consideration of roundabouts at several currently signalized intersections. Traffic analysis to support these improvements is included in **Appendix D**. Alternative Concept Design for 2-lane is included in **Appendix H**.
- If the repurposing is not selected to move into design, there is an opportunity to add spot medians to better control the turning movements and add refuge for several midblock crossings along the corridor.
- There is an opportunity to narrow lanes to 10' inside width and 11' outside width to aid in achieving the target speed of 30mph.

The study corridor also has some existing design constraints to be considered:

- Right of way constraints at several locations along the corridor make the construction of roundabouts without right of way difficult. The city has redevelopment opportunities at the intersection of N. 66th Avenue.
- There was some opposition to the lane repurposing at this time, a four-lane alternative is shown in Chapter 4, and the two-lane alternative is included in Appendix D.
- There are several existing business driveways that currently access Taft within the functional footprint of signalized intersections. However, these driveways either serve as the only ingress/egress, or they allow access to critical parking for the business.
- Drainage and utility conflicts may exist along the corridor that need to be considered in further development of project.

4.2 CORRIDOR DESIGN CONCEPT

The concept plan was developed based on design principles that should be carried through to the design phase of the project. These principles are based on Safe System best practices as of the development of this concept plan (2025). Depending on the timing of the design phase and construction, more recent best practice documents should be consulted to determine if modifications from the concept plan should be considered in consultation with Broward County. The following are the general design principles utilized for developing the proposed concept for Taft Street:

- **Remove Severe Conflicts:** Eliminate the most severe conflicts between road users, such as providing dedicated facilities for each user group or relocating a utility pole.
- **Manage Vehicular Speeds:** Reduce the speed of vehicles to align with the context of the roadway, the hazards, and conflicts between roadway users; includes horizontal and vertical deflection elements.
- **Manage Conflicts in Time:** Where conflicts cannot be removed, can they be separated in time, through signal timing strategies or providing dedicated space for other roadway users.
- **Increase Attentiveness and Awareness:** Where conflicts cannot be removed, increase attentiveness, and improve the visibility between road users and road hazards.
- **Implement Enforcing Features to Slow Traffic:** Similar to managing vehicular speeds, these are roadway features that help enforce the desired speed, like speed feedback signs.

The recommendations developed as part of this project are intended to be implemented in two phases: 1) **Short Term** which will allow the community to enjoy some of the benefits of safety measures immediately, while building enthusiasm and support for more permanent infrastructure; and 2) **Long Term Phase** which will build upon the recommendations implemented in the Short-Term phase to provide a safer, more comfortable street for all users.

The recommendations developed as part of this concept were first presented to Broward MPO, Broward County and the stakeholder agencies for review as outlined in Chapter 3.3. Based on the feedback received from the reviewing agencies, the recommendations were revised and presented to the community for feedback in the final public meeting held on February 10, 2025. Most people expressed support for the traffic calming elements along the corridor to slow people driving to provide a safer environment for people walking and biking. Based on the feedback received from the community and discussions with Broward County, the City of Hollywood, and Broward MPO staff, a revised alternative was developed. **Table 1** and **Table 2** summarize the recommendations from the revised alternative. Some of the recommendations will require additional study during the design phase and coordination with the City of Hollywood to ensure compliance with City procedures and standards.

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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**.