

SR 7 MULTIMODAL IMPROVEMENTS CORRIDOR STUDY

Working Group Central



January 28, 2016

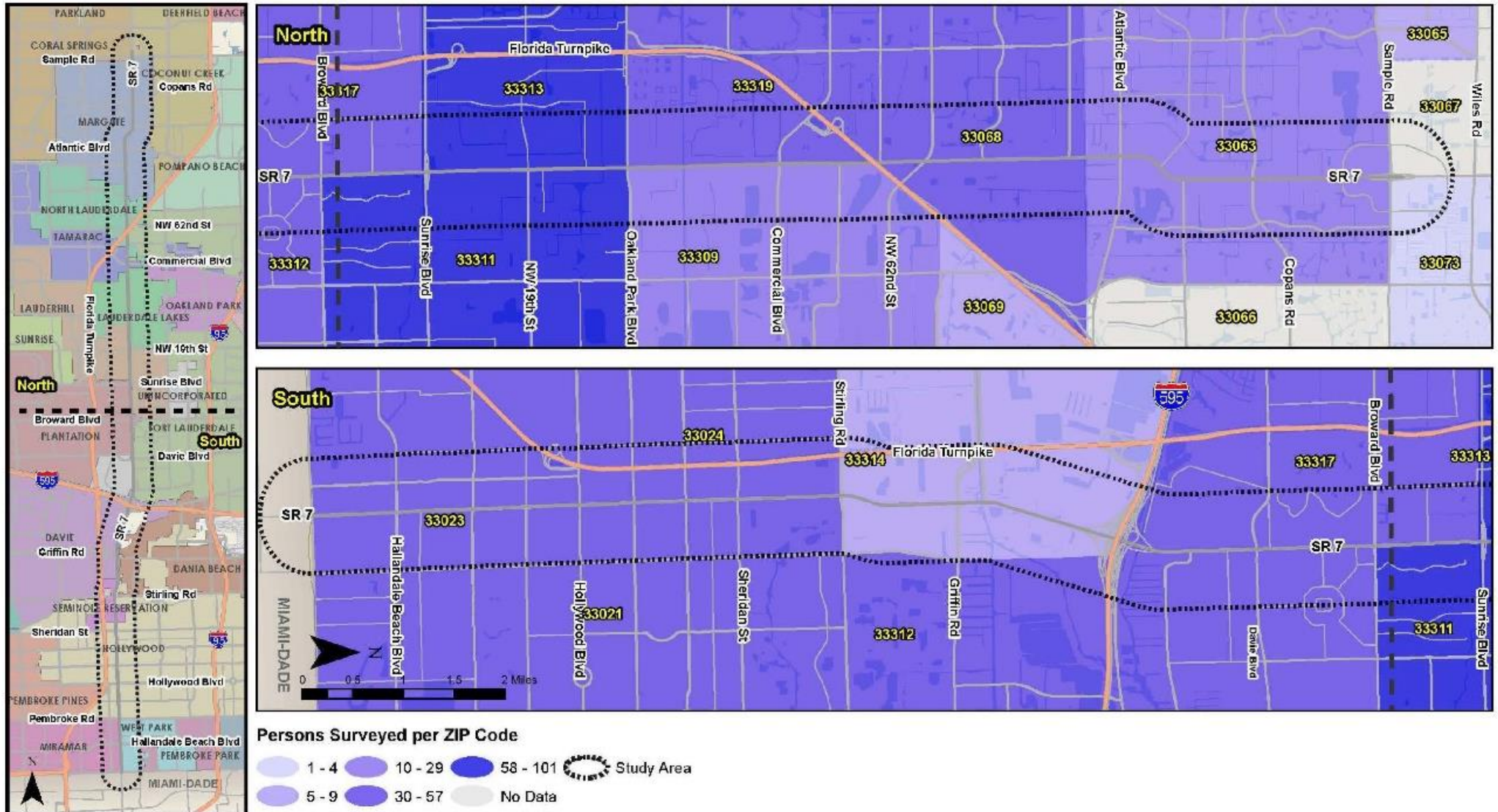
- Public Engagement Summary
- Safety Review
- Multimodal Network
- Hubs/Hot-Spots

Public Engagement

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

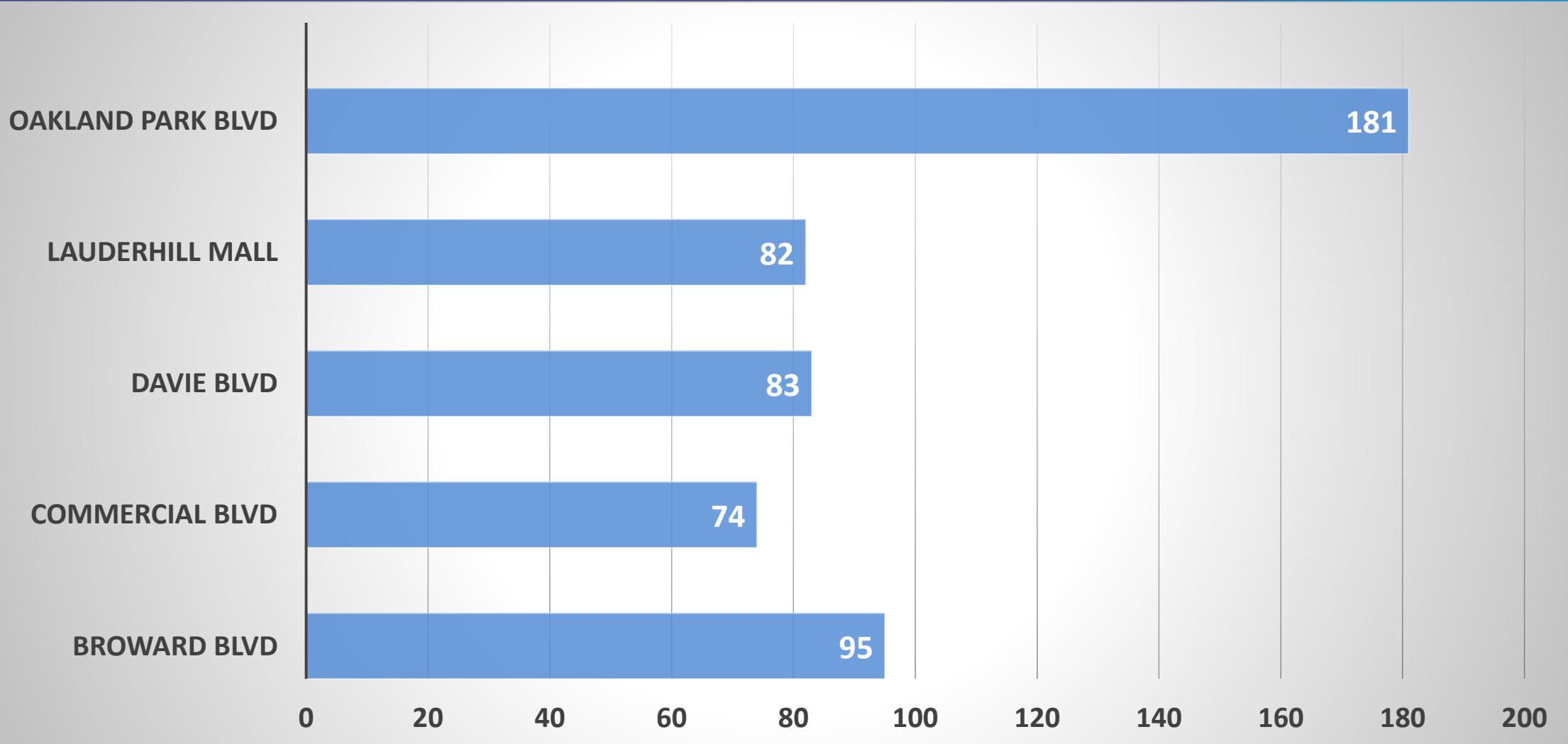
- Oakbrook Condominiums, January 26, 2016
- Broward College Student Life & Development, January 21, 2016
- **Ascension Peace Presbyterian Church, January 13, 2016**
- **Kiwanis Club, January 12, 2016**
- Davie-Cooper City Chamber of Commerce, January 7, 2016
- **Advisory Board Gateway Development Office, 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

Public Participation Levels

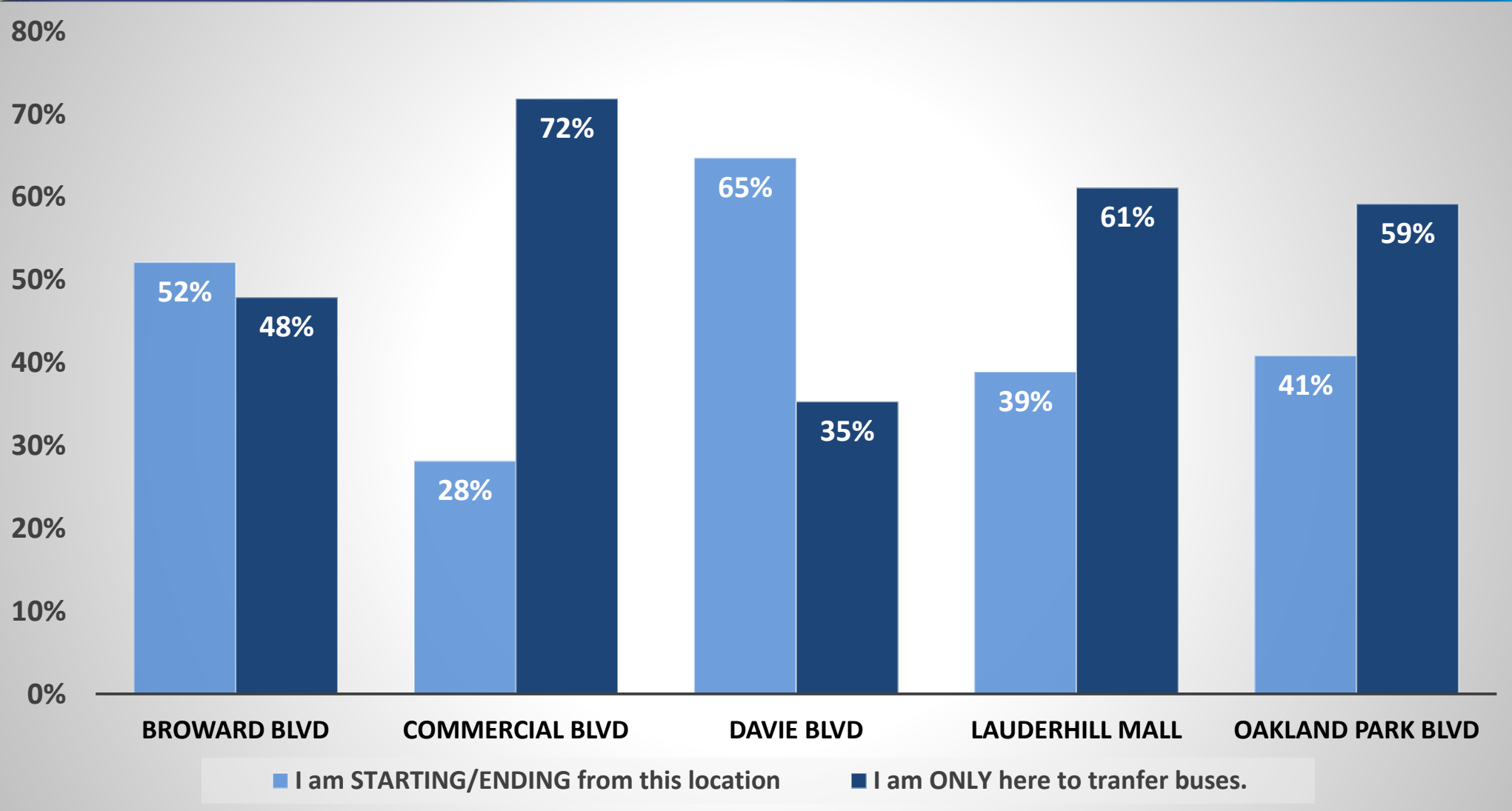


Source: SR 7 Intercept Survey

Survey Respondents



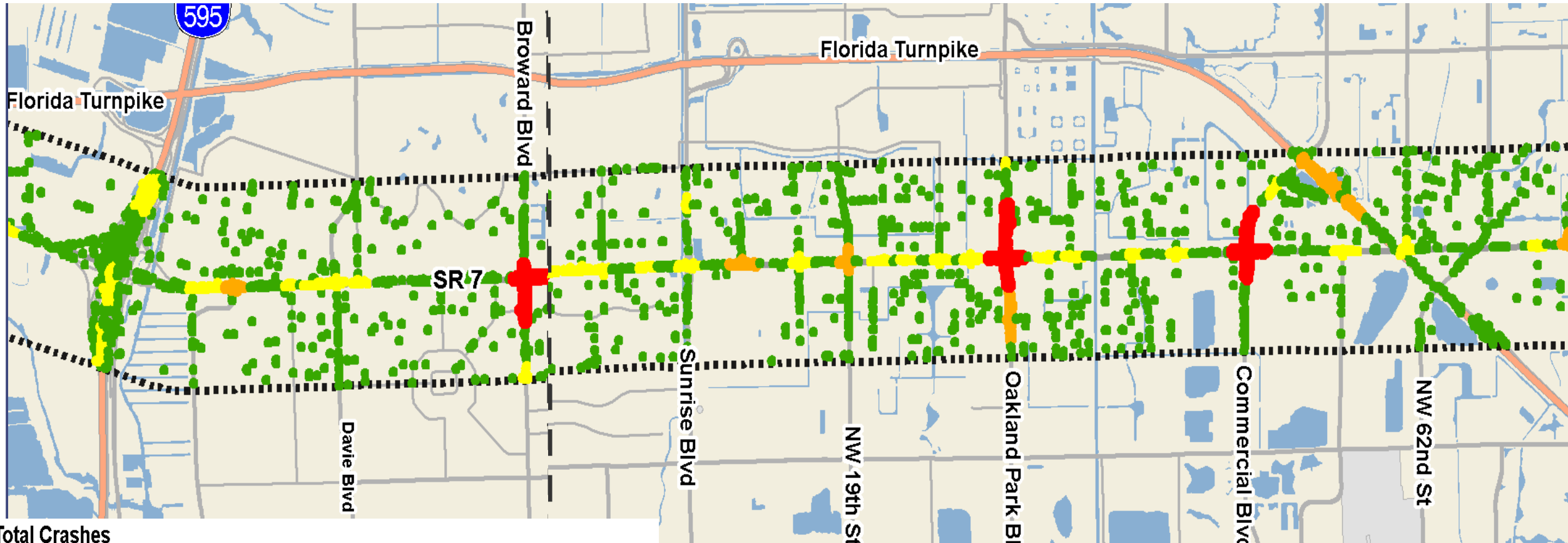
Bus Purpose



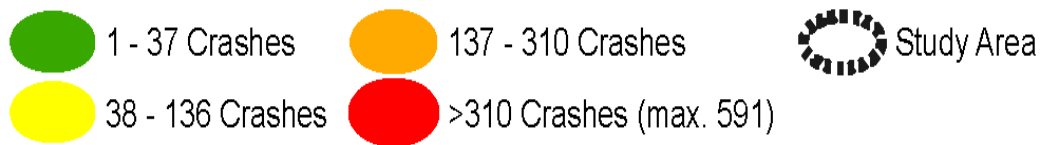
Safety Analysis & General Recommendations

- Crash Data
- Best Practice Countermeasures

All Crashes



Total Crashes



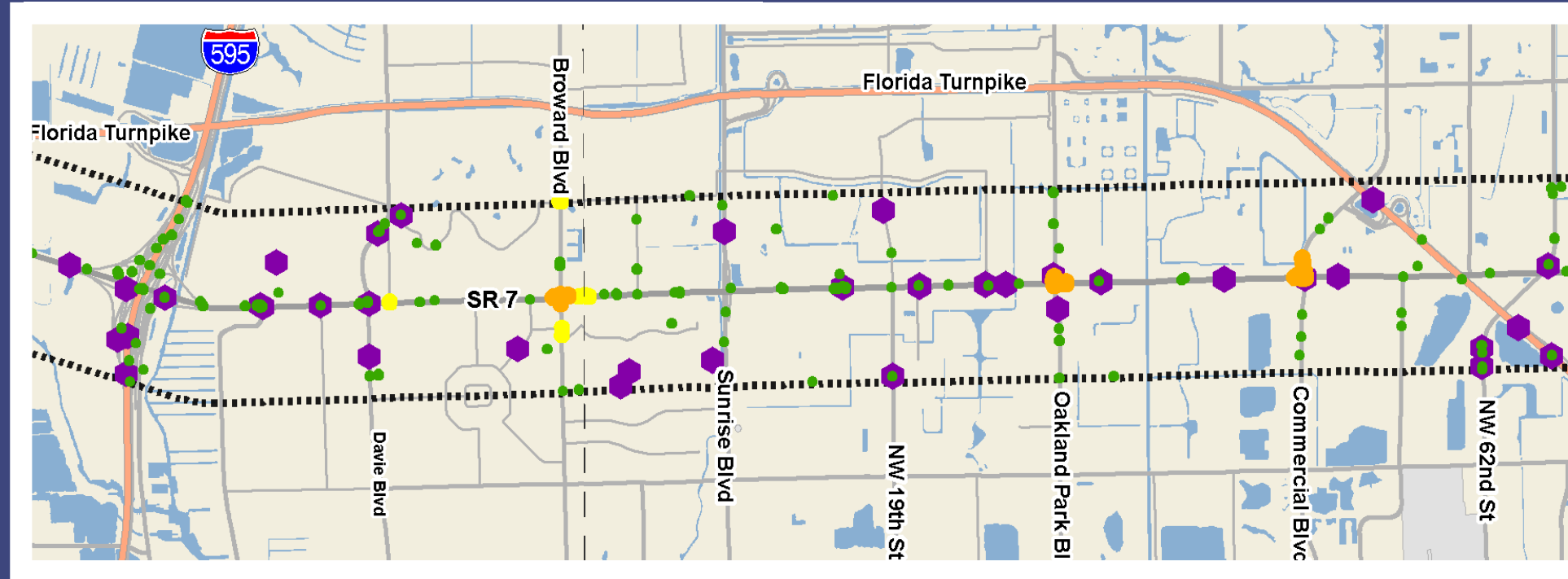
All Severe Crashes

Severe injury crashes

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

Fatalities

- 1-2 fatalities



Bicycle/Pedestrian Crashes

Bicycle and pedestrian crashes only:

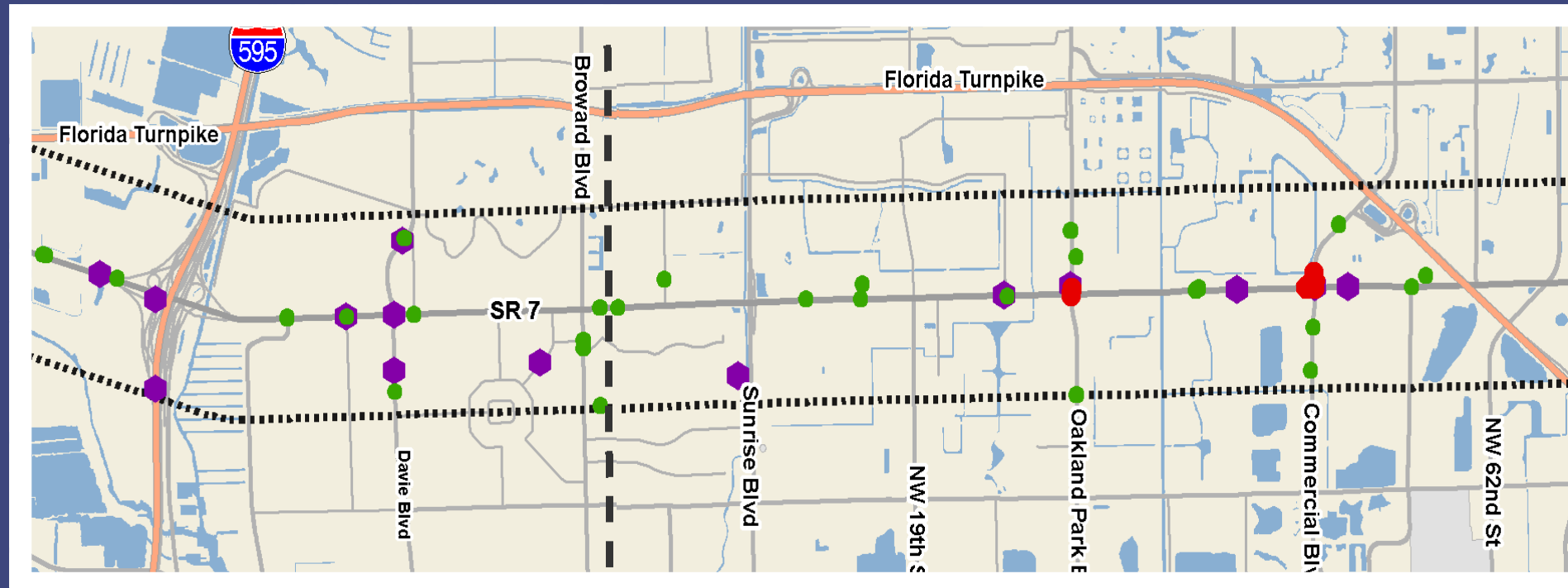
- Severe injury crashes

- 1-3 severe injuries

- 4-6 severe injuries

- Fatalities

- 1-2 fatalities



Short-Term Improvement Concepts



Right-Turn Yield to Pedestrians Signs

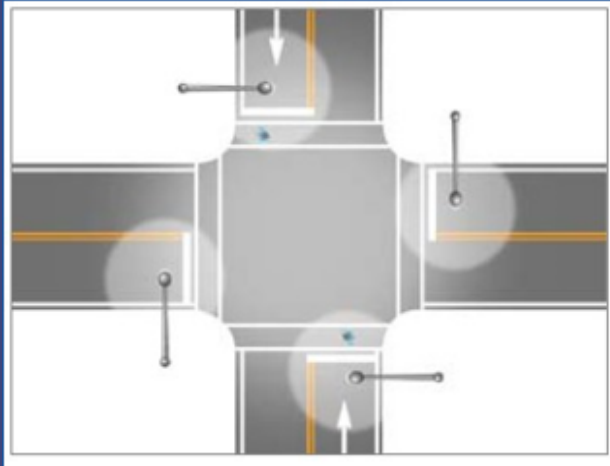
R10-15 signs should be considered in locations where high-speed/high volume right turns are likely. Examples include locations where intersection skew allows for higher-speed movements or where dual right-turn lanes are provided.



Countdown Pedestrian Signals

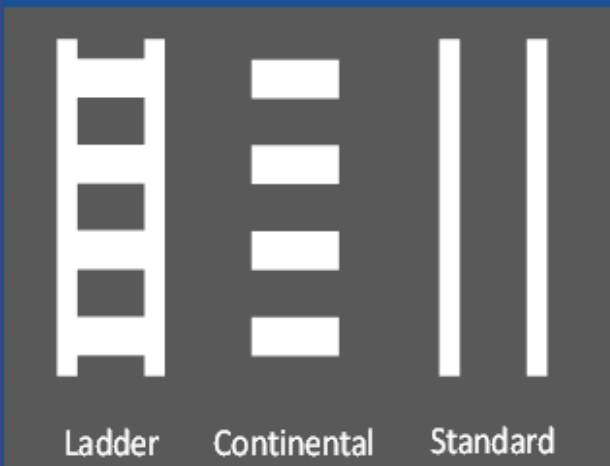
Countdown pedestrian signals provide more definitive feedback to pedestrians than standard flashing “Don’t Walk” indications and have become standard in many jurisdictions throughout Florida. If installed, they should be timed such that the maximum “Walk” phase is provided and the countdown will reach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

Short-Term Improvement Concepts



Intersection/Crosswalk Area Lighting

Roadway lighting is a 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.

Pedestrian Channelization

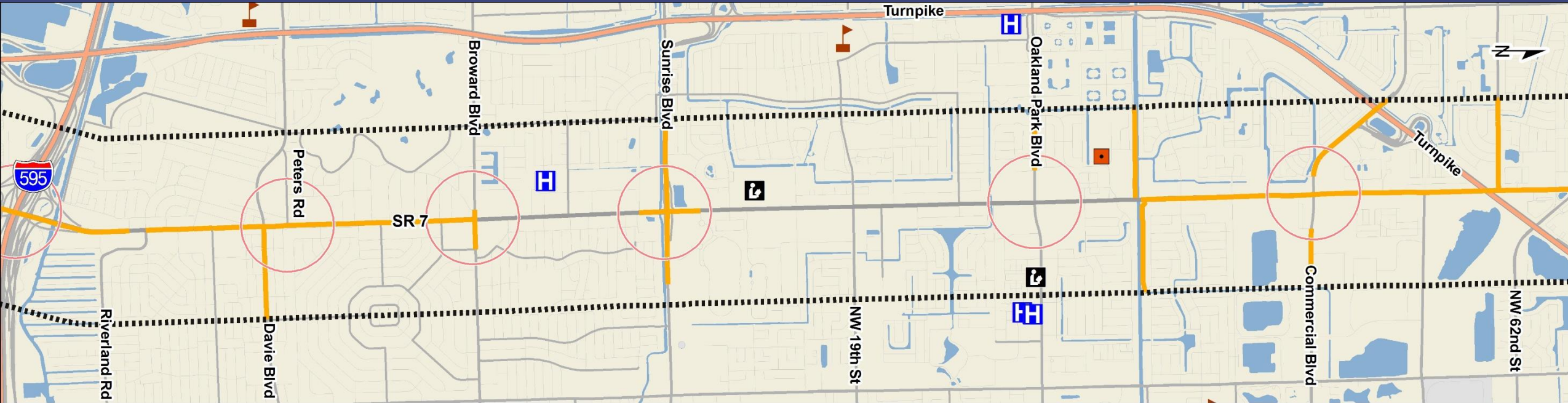
- Used to encourage pedestrians to cross at signals/marked crosswalks
- Should be applied in combination with proper bus stop siting and signalized intersection safety enhancements



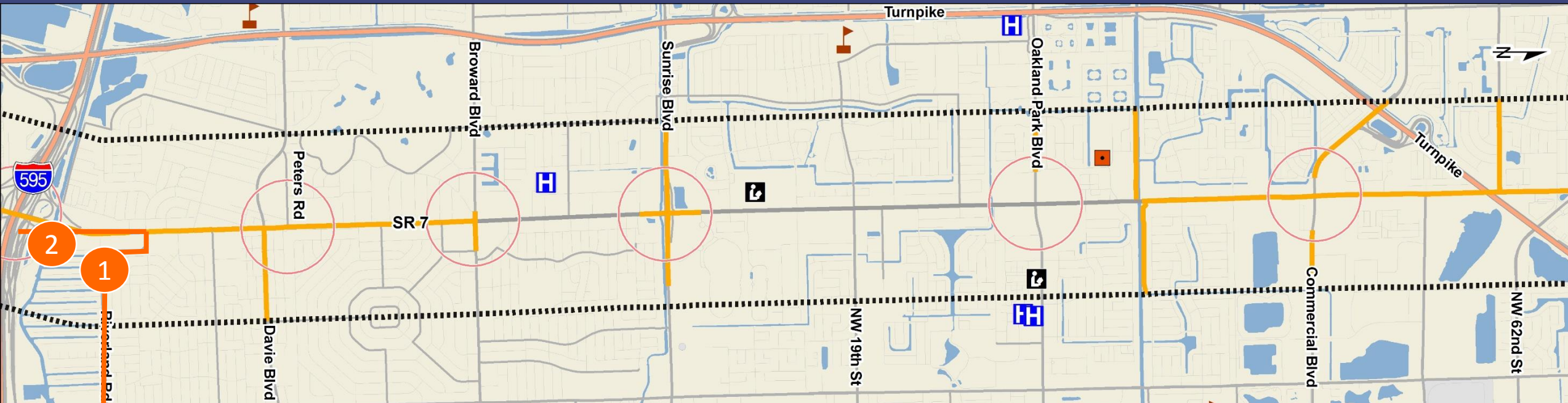
Multimodal Network

- Bike Network
- Sidewalk Network

Multimodal Network Existing Bike Facilities



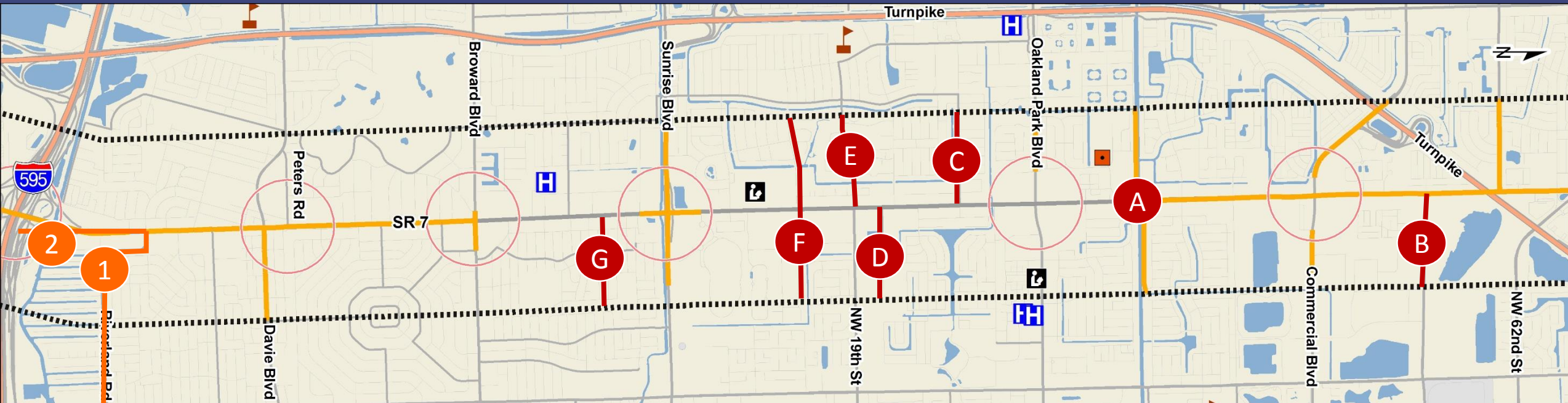
Multimodal Network Programmed Bike Facilities



1. Resurfacing SR 7 to Davie Blvd (2020)
2. Sidewalk/Trail Connection and Bridge Across New River Greenway

Multimodal Network Proposed Bike Facilities

F



A. Trail Crossing

B. Prospect Road – Widen Pavement for Bike Lanes

C. NW 26th St – Widen Pavement for Bike Lanes

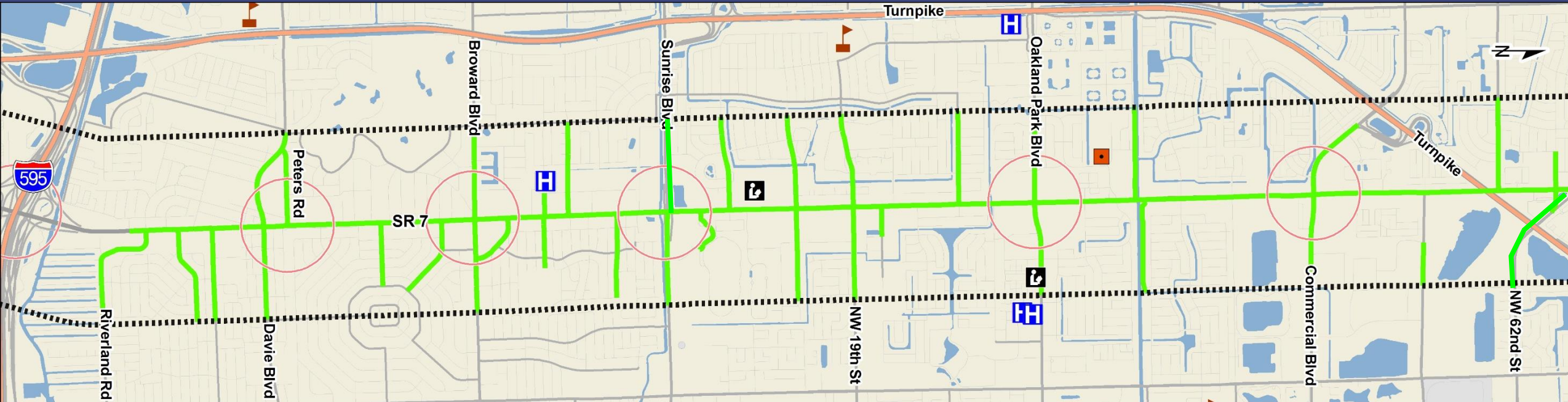
D. NW 21st St – Mark Bike Lanes

E. NW 19th St - Widen Pavement for Bike Lanes

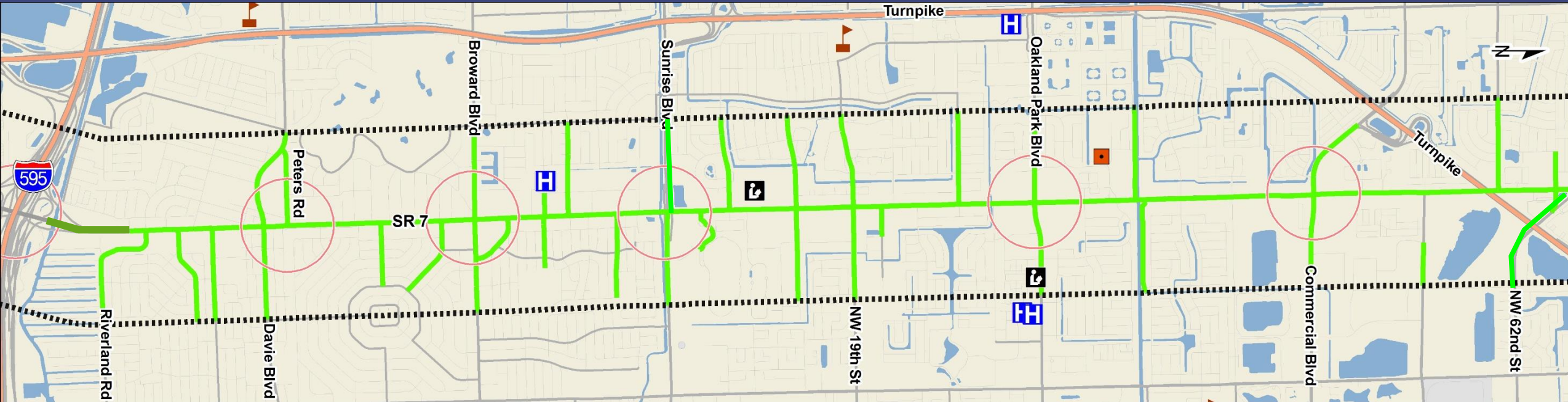
F. NW 16th St – Widen Pavement for Bike Lanes

G. NW 11th St – Widen Pavement for Bike Lanes

Multimodal Network Existing Sidewalk Facilities

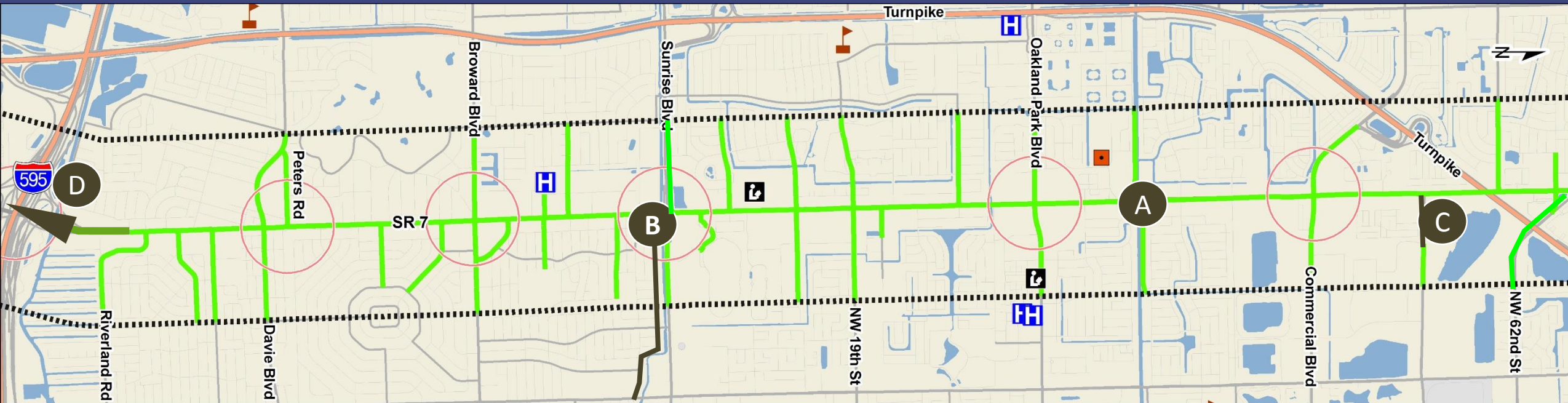


Multimodal Network Programmed Sidewalk Facilities



No Sidewalk Projects Identified in TIP/Mobility Project List
Connection to New River Greenway Planned by Broward County

Multimodal Network Proposed Sidewalk Facilities



A. Trail Crossing

B. Improve Crossing and Consider Extending Trail to 31st

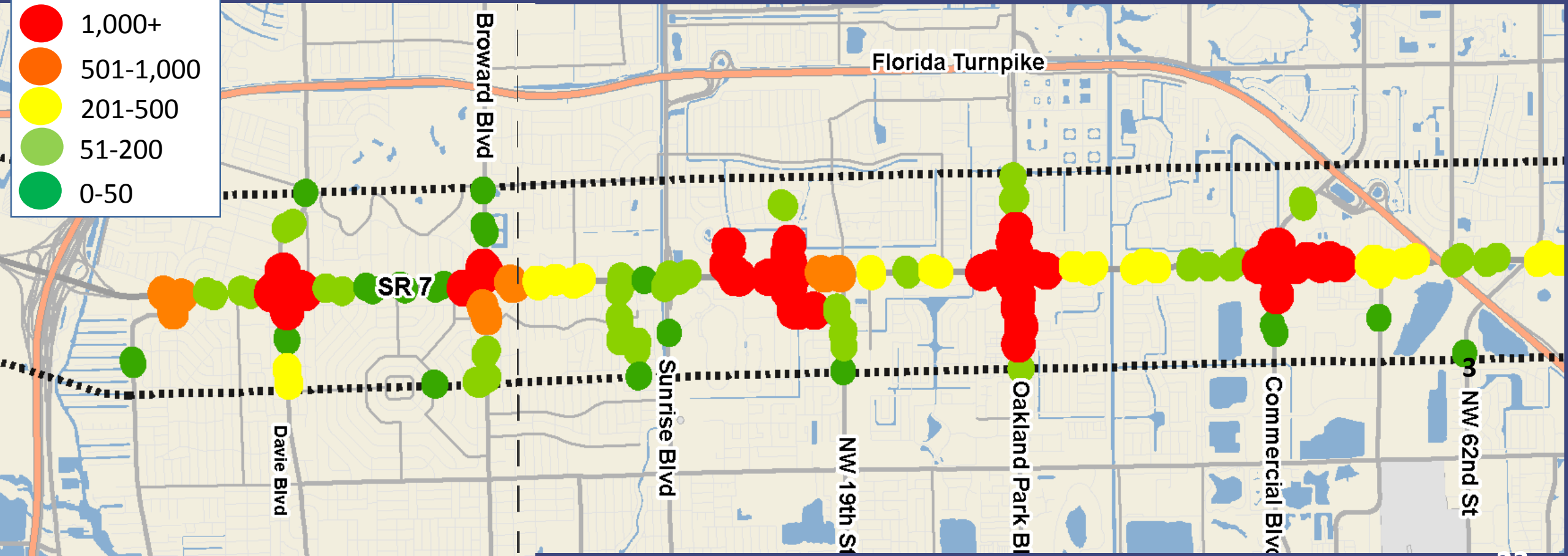
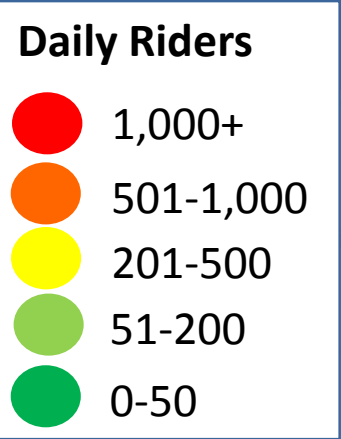
C. Connect Existing Sidewalk on Prospect Rd. to SR 7

D. Extend Pedestrian Facilities Through I-595 Interchange (Possibly Down Median)

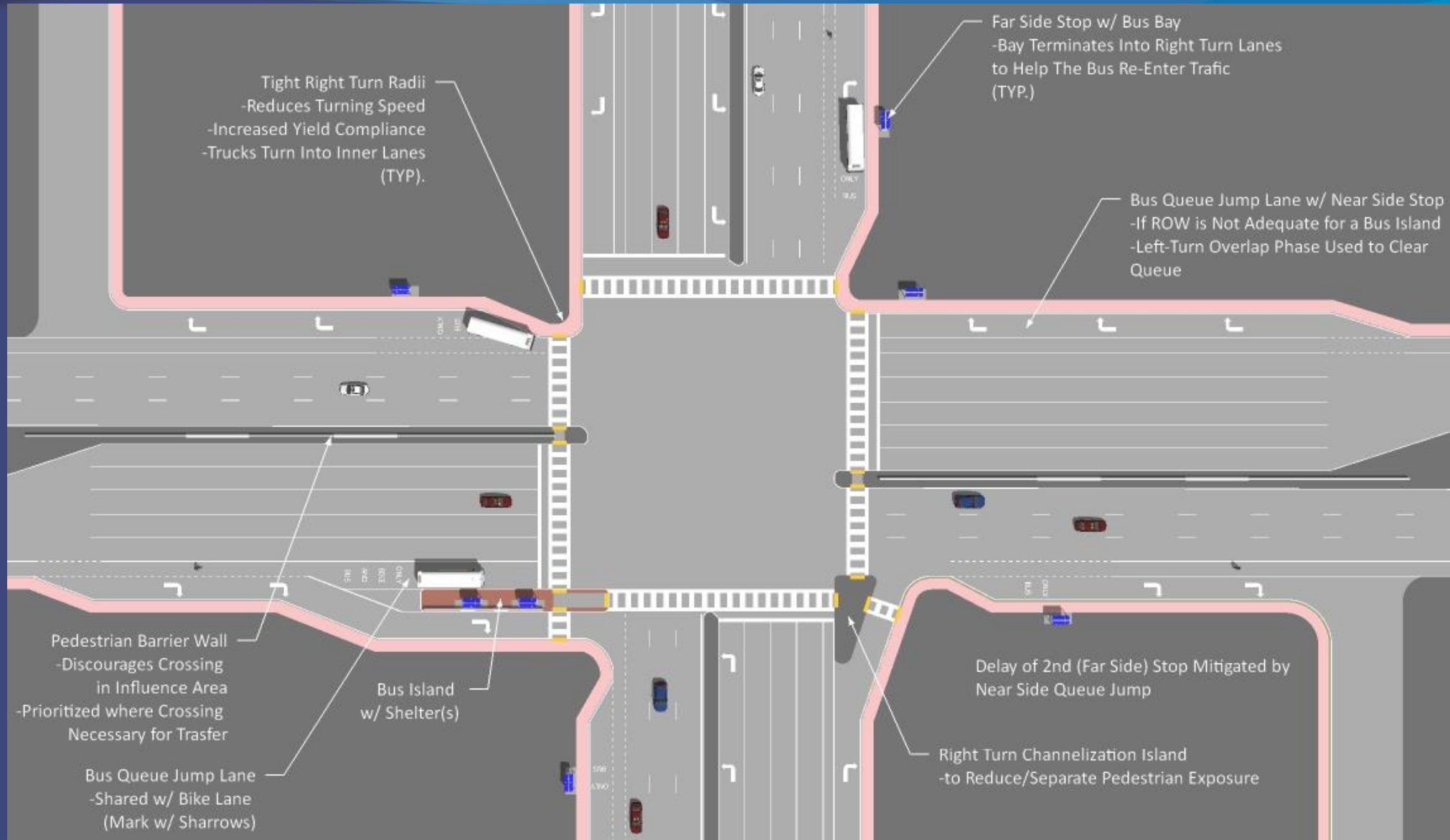
Hub/Hot-Spot Discussion

- Ridership Patterns
- Design Concepts
- Focus Areas/Hot Spots
 - Davie Blvd
 - Broward Blvd
 - Lauderhill Mall
 - Oakland Park Blvd
 - Commercial Blvd

Transit Stop Activity



Design Concepts



Focus Areas: Davie Blvd



Focus Areas: Broward Blvd



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Focus Areas: Lauderhill Mall



Focus Areas: Oakland Park Blvd



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Focus Areas: Commercial Blvd

