Broward MPO
Metropolitan Planning Organization

Road Safety Analysis Report
For
Oakland Park Boulevard
Broward County

April 2024

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1.0 INTRODUCTION

Oakland Park Boulevard (Blvd) was identified as a high-crash location in the 2045 Metropolitan Transportation Plan (MTP) and chosen for study by the Broward Metropolitan Planning Organization (BMPO). The location is in the City of Sunrise and under the maintenance jurisdiction of Broward County. The study corridor in relation to the surrounding roadways is graphically depicted on the Location Map below.

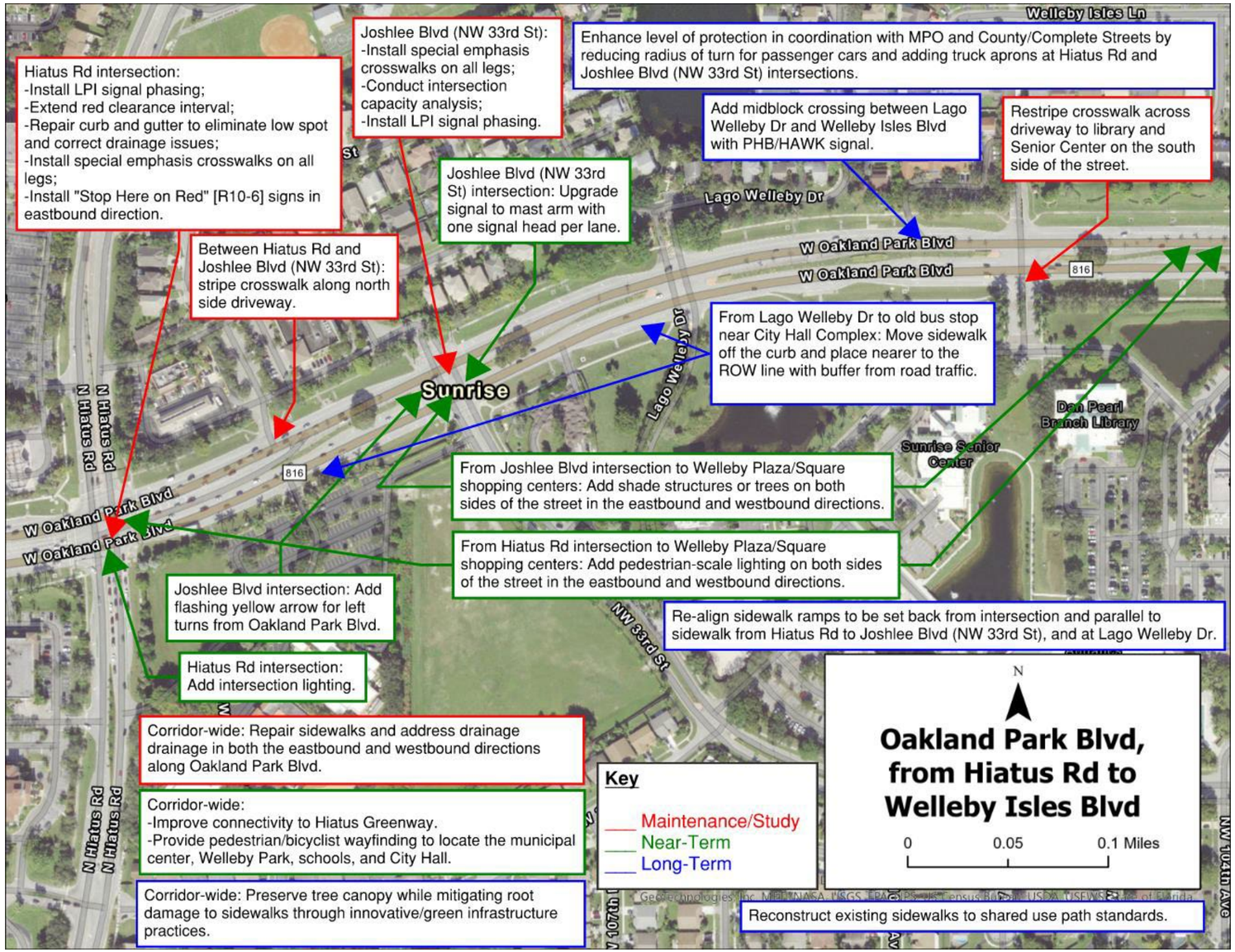
2.0 EXISTING CONDITION

The characteristics of Oakland Park Blvd located in the City of Sunrise, Broward County, Florida are summarized below.

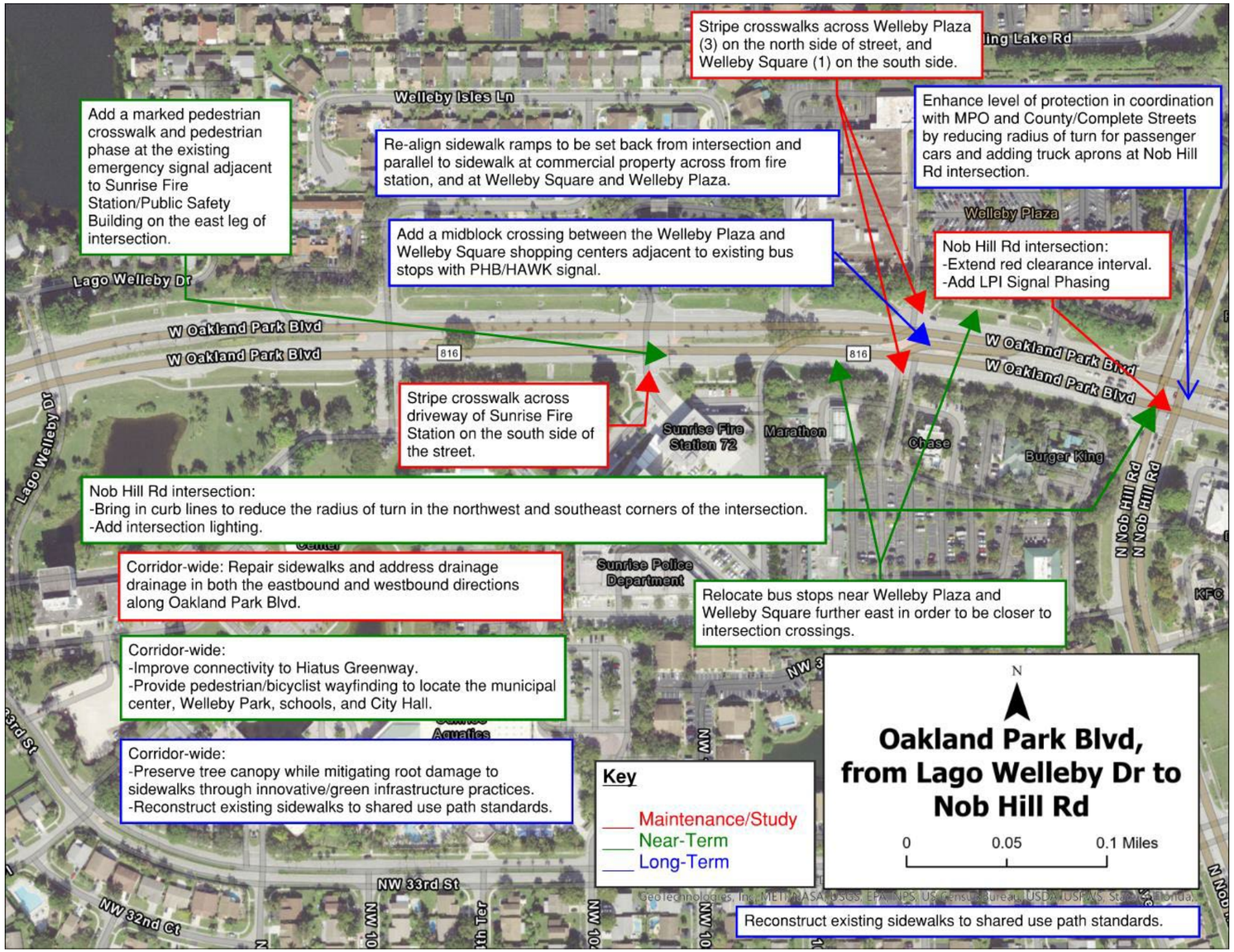
Features	Description
Main Street	Oakland Park Blvd
Traffic Control	A combination of signalized intersections and unsignalized intersections.
Context Classification	C4
Posted Speeds	45 MPH throughout.
Sidewalks	5-6 ft sidewalks are provided along both sides of the road.
Bicycle Lanes	Incomplete or unconnected bike lanes are present. No on-street bike facility connection to Hiatus Greenway.
Pedestrian/Bicycle Generators	Shopping centers, residential areas, and municipal services.

Features	Description
Nearest Signalized Intersections	Hiatus Road, NW 33rd Street, Nob Hill Road
Roadway Lighting	Street-level lighting with cobraheads throughout corridor, poles spaced approximately 150-200 ft apart. Lighting poles consistent across north side of the corridor, however not present on the south side between Sunrise City Hall and Nob Hill Road.
Surrounding Development	Sunrise municipal buildings – City Hall, Senior Center, Library, and Police Department/Fire Rescue Department. Commercial centers – Welleby Plaza, gas stations, restaurants, outpatient medical centers. Low density residential housing.
Pavement, Signing & Marking Condition	Largely good condition, minus some sections already marked for replacement per city staff.
Transit	Major transit corridor for Broward County.
Main Street Type	6-lane divided County Road.

RECOMMENDATIONS



RECOMMENDATIONS



3.0 COLLISION ANALYSIS

Crash data from Signal Four Analytics for the period 2018-2022 was analyzed. A total of 333 crashes occurred within the study corridor between January 2018 and the end of December 2022. These included two (2) fatal crashes, 106 injury crashes, and 225 property damage only (PDO) crashes. Overall, injury crashes accounted for 32% of total crashes. Note that Short Form crashes are not included since typical FDOT studies performed using Crash Analysis Reporting System (CARS) data does not include short form crashes.

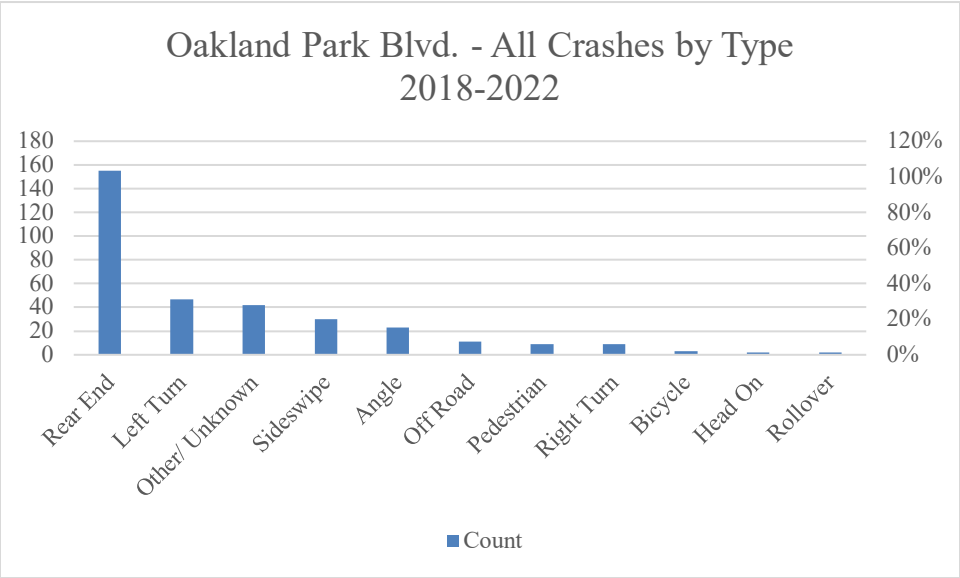
The most frequent crash types per were rear end (155 crashes/47 percent), left turn (47 crashes/14 percent), sideswipe (30/9 percent), and angle (23/7 percent). In general, rear end and sideswipe crashes may indicate congested conditions. There were 9 crashes (3%) involving pedestrians and 3 crashes (1%) involving bicyclists.

A review of pedestrian crashes indicates that there were two (2) fatality crashes, and seven (7) injury crashes. A review of bicycle crashes indicates that there were three (3) injury crashes. See **Appendix A** for full Crash Data Analysis tables.

The number of crashes by type is as follows:

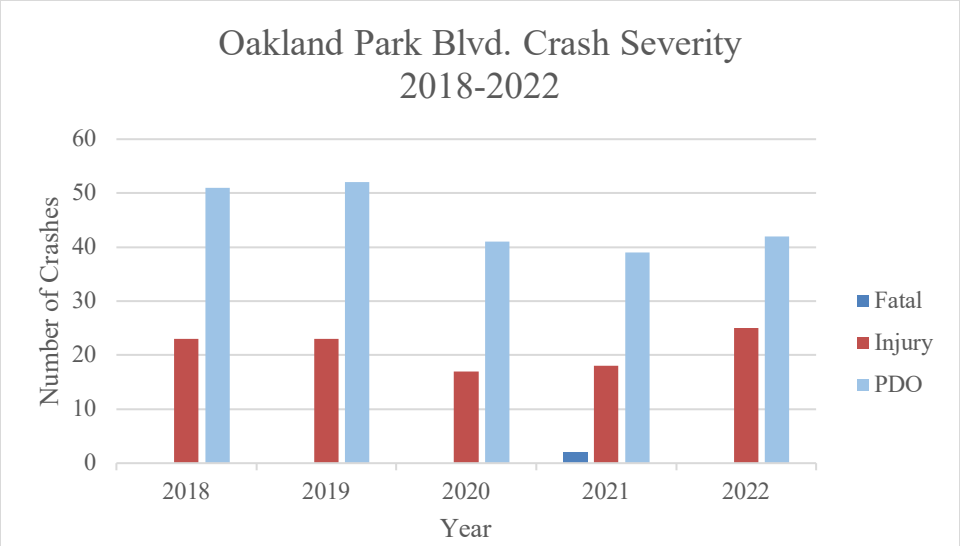
Crashes by Type (2018-2022)

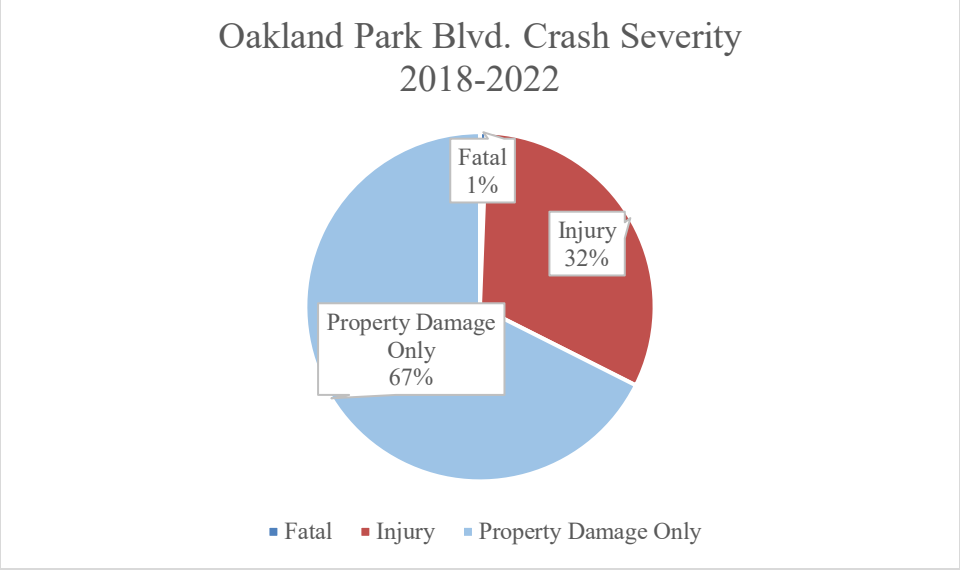
Type	Count	Percentage
Rear End	155	47%
Left Turn	47	14%
Other/ Unknown	42	13%
Sideswipe	30	9%
Angle	23	7%
Off Road	11	3%
Pedestrian	9	3%
Right Turn	9	3%
Bicycle	3	1%
Head On	2	1%
Rollover	2	1%
Grand Total	**333**	**100%**



The number of crashes by severity is as follows:

Year	Fatal	Injury	PDO	Total
2018		23	51	74
2019		23	52	75
2020		17	41	58
2021	2	18	39	59
2022		25	42	67
Total	**2**	**106**	**225**	**333**

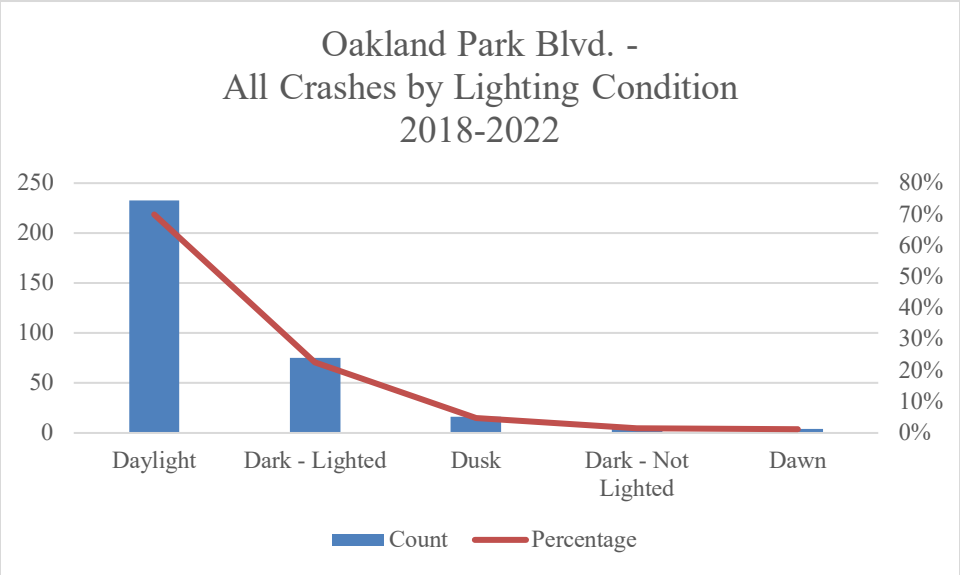

Oakland Park Blvd. Crash Severity
2018-2022
Number of Crashes
60
50
40
30
20
10
0
2018
2019
2020
2021
2022
Year
Fatal
Injury
PDO

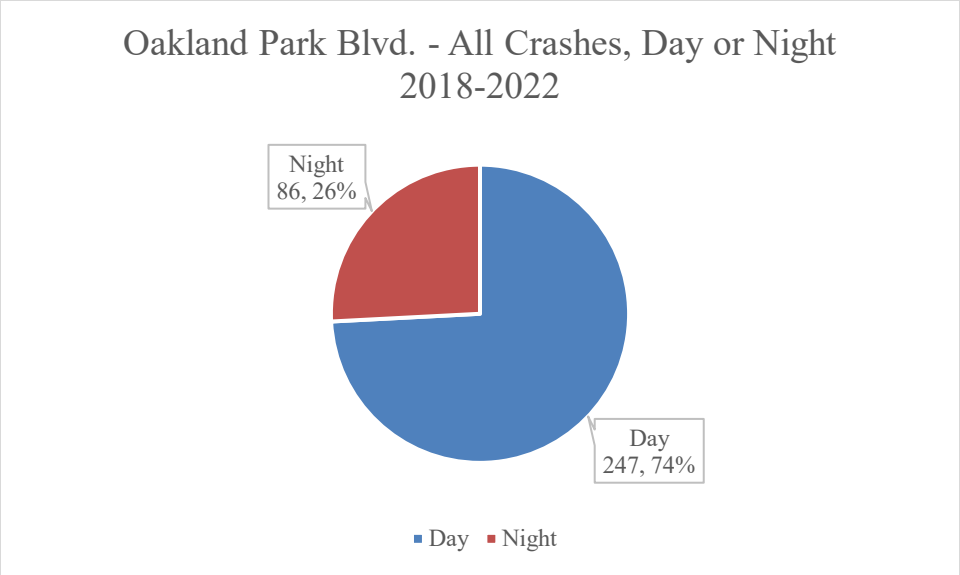

Oakland Park Blvd. Crash Severity
2018-2022
Fatal
1%
Injury
32%
Property Damage
Only
67%
Fatal
Injury
Property Damage Only

The number of crashes by lighting condition are as follows:

Crashes by Lighting Condition (2018-2022)

Lighting Condition	Total	Percentage
Daylight	506	76%
Dark – Lighted	117	18%
Dark – Not Lighted	20	3%
Dusk	14	2%
Dawn	5	1%
Other/Unknown	3	0%
Grand Total	**665**	**100%**





The number of crashes by analysis year are as follows:

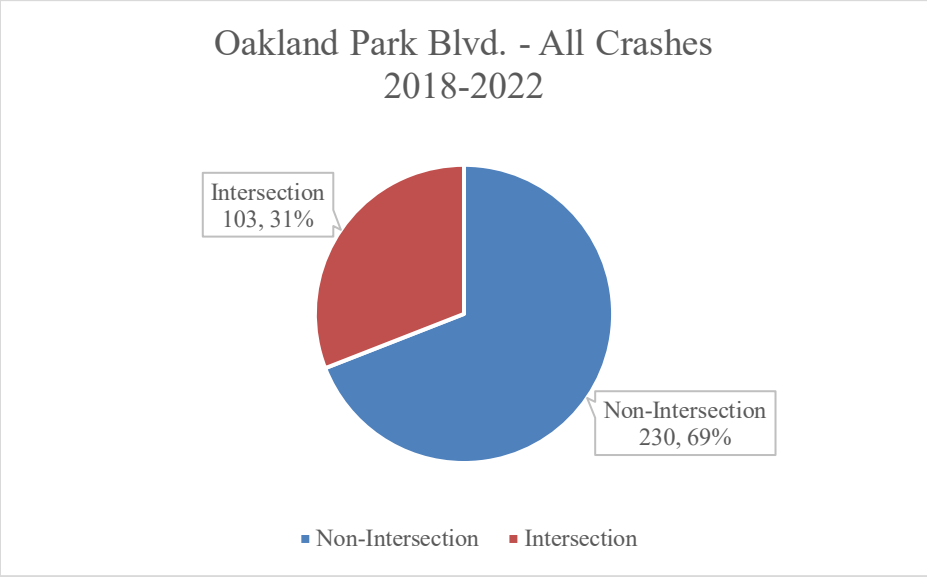
Year	Total	Percentage
2018	74	22%
2019	75	23%
2020	58	17%
2021	59	18%
2022	67	20%
Grand Total	**333**	**100%**

The total crashes sorted by the intersection they were nearest to is as follows:

Intersection	Total
Nob Hill Rd	187
Hiatus Rd	90
Joshlee Blvd	36
W Oakland Park Blvd	12
NW 33rd St	6
Welleby Isles Blvd	2
Grand Total	**333**

As for the precise locations of the crashes, 103 occurred directly at an intersection, while 230 were classified as non-intersection crashes.

Intersection	103
Non-Intersection	230



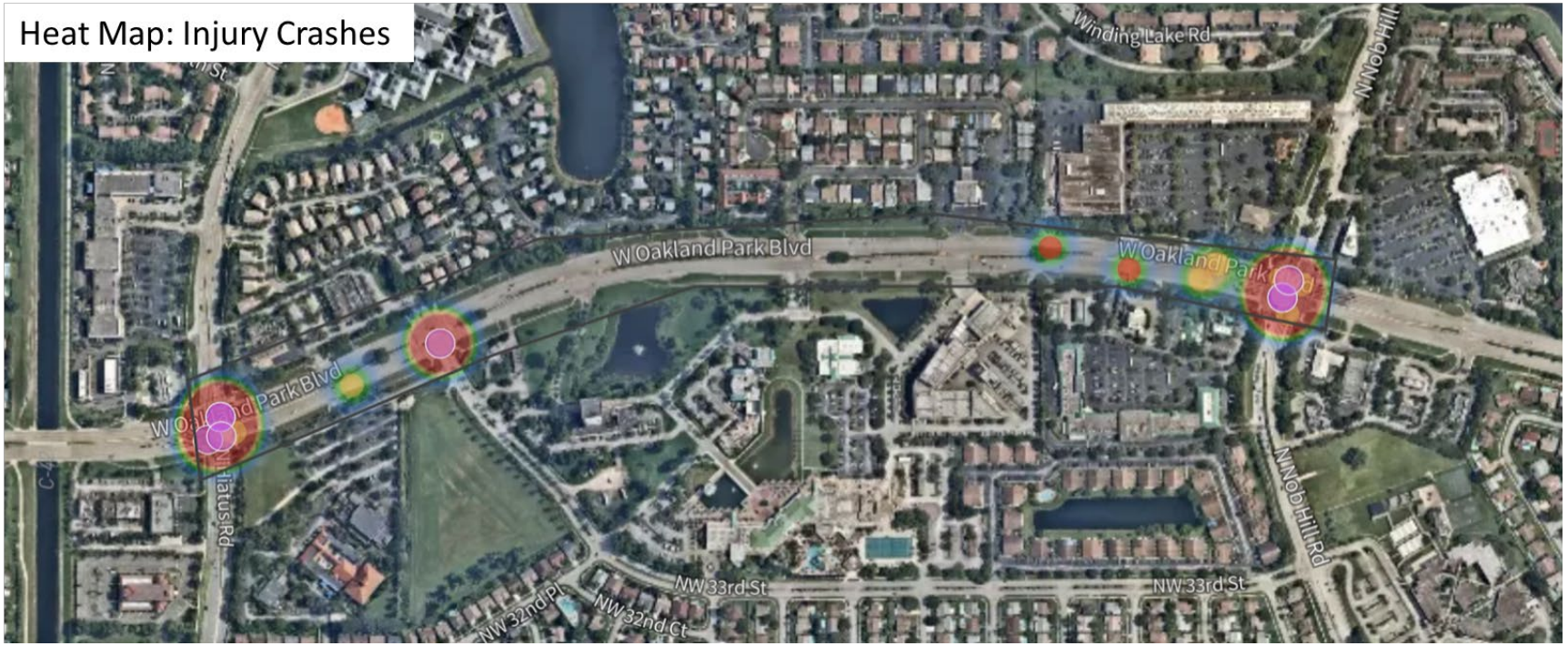
Full crash diagrams for the period 2018 through 2022 can be found on the following pages including heat maps highlighting the density of crashes.


Oakland Park Blvd,
from Hiatus Rd to Nob Hill Rd
(All Crashes, 2018-2022)
Crash Severity
Fatality
Injury
No Injury
Serious Injury
<all other values>
N
0
0.05
0.1 Miles
NW 38th St
NW 36th St
N Hiatus Rd
NW 107th Way
NW 107th Ter
Winding Lake Rd
Winding Lake Rd
816
Sunrise
Central Park Elementary
NW 33rd Pl
N Nob Hill Rd
NW 33rd St
NW 32nd Pl
NW 32nd St
NW 101st Ave
Esri Community Maps Co
Geotechnologies, Inc, N
n, SafeGraph,
lorida, Maxar,
Microsoft


Oakland Park Blvd,
from Hiatus Rd to Nob Hill Rd
(Ped/Bike Crashes, 2018-2022)
Crash Severity
Fatality
Injury
No Injury
Serious Injury
<all other values>
N
0
0.05
0.1 Miles
Sunrise
NW 38th St
NW 36th St
N Hiatus Rd
NW 107th Way
NW 107th Ter
Winding Lake Rd
Winding Lake Rd
816
816
816
Central Park Elementary
NW 33rd Pl
N Nob Hill Rd
NW 33rd St
NW 32nd Pl
NW 32nd St
NW 101st Ave

Heat Map: All Crashes

Heat Map: Injury Crashes



4.0 FIELD OBSERVATIONS

A qualitative assessment based on field observations was performed by a team of stakeholders on September 19, 2023, along the study corridor of Oakland Park Boulevard. The team consisted of the following representatives:

Name	Agency
Mark Brown	Broward MPO
Fazal Qureshi	Broward MPO
Ashley Resta	City of Sunrise
Casey Graham	City of Sunrise
Diego Santana	City of Sunrise
Ravindra Ramgulam	City of Sunrise
Guismaily Findlay	City of Sunrise
Paul Yang	Broward County
Scott Brunner	Broward County
Wibet Hay	FDOT
Claudette De Los Santos	FDOT
Yujing Xie	FDOT
Katherine Kehres	FDOT

Prior to the field observations, the RSA team was provided with corridor existing conditions data related to crash history, geometrics, and surrounding land use patterns. The crash trends were compared to traffic and physical conditions to identify field factors potentially contributing to increased crash risk. In addition, maintenance issues were identified and are detailed later in this report.

The purpose of the qualitative assessment was to evaluate safety of the corridor while taking into consideration prevailing operating traffic conditions to identify areas where improvements would be potentially beneficial for safety and efficiency. Specific attention was paid to the interaction between vehicular and non-vehicular roadway users. Field photographs are attached in **Appendix B**.

Mobility and Safety:

Oakland Park Boulevard at Hiatus Road:

1. On the SW corner, right turning vehicles from eastbound Oakland Park boulevard collide with southbound drivers on Hiatus Road.

Oakland Park Boulevard at Joshlee Boulevard (NW 33rd Street)

1. Signals are not prominent at certain times of the day, particularly in the westbound direction on Oakland Park Boulevard, with potential sight distance issues due to curve.
2. There are only two signal heads per direction, meaning not one signal head per lane.
3. Pedestrian conflicts noted by city staff at both east crossings across Oakland Park Boulevard and the south crossing across Joshlee Boulevard.

Joshlee Boulevard to Welleby Plaza/Square Shopping Plaza

1. Sidewalk ramps across commercial driveways at 10251 Oakland Park (north side of street) not angled to be parallel to sidewalk or crosswalk (angles pedestrians towards road and median).
2. Most commercial driveway crossings are lacking crosswalks.

Lago Welleby Drive to City Hall complex

1. Sidewalk in this section is flush with curb with no buffer between lane and sidewalk.
2. Staff indicated water main was located in between curb line and right of way line.

Commercial Plazas west of Nob Hill Road (Welleby Plaza to north with Publix; Welleby Square to south with Fitness Center)

1. High number of crashes identified at this intersection, including a pedestrian fatality.
2. The distance to the nearest crosswalk at the Nob Hill Road intersection from either commercial plaza or bus stop on both sides of the street varies between a quarter ($^1/_4$) and a fifth ($^1/_5$) of a mile.
3. Staff reported observing pedestrians regularly attempting to cross street from Publix Plaza to catch the bus on the opposite side of the street.

Oakland Park Boulevard at Nob Hill Road

1. Wide curb radii were observed at the intersection, particularly in the northwest and southeast corners.
2. County is improving capacity on Nob Hill Road, widening to three lanes in each direction through the intersection, relocating mast arms, and upgrading sidewalk to ADA compliance.

Entire Corridor

1. Sidewalks observed to be 5′ or 6′ at most throughout corridor – need to be widened.
2. Consider lowering posted speed of roadway to 35 MPH by narrowing lanes (it is currently 45 MPH throughout).

Maintenance:

Oakland Park Boulevard at Hiatus Road:

1. Debris was observed in the intersection.
2. The pedestrian signal was recently hit by a vehicle and replaced.
3. Drainage issues observed in the ramp that crosses Hiatus road in the SW corner, with dirt and debris on top of the DWS, and ponding in the curb.
4. Crosswalk markings are faded.
5. Signal heads lacking countdown timers.

Hiatus Road to Joshlee Boulevard (NW 33rd Street)

1. Sidewalk poses a tripping hazard from sections uplifted by tree roots.
2. Some drainage structures appear to be blocked or damaged.

Oakland Park Boulevard at Joshlee Boulevard (NW 33rd Street)

1. Extended "all red clearance" was recently implemented and was observed in the field to be ~2.5 seconds of all red time.
2. Crosswalks are faded.
3. Sight distance for westbound left turn is less than ideal, especially when vehicles are attempting a left while heading eastbound.

Joshlee Boulevard to Welleby Plaza/Square Shopping Plaza

1. Lacking shade on both sides of the road.

Lago Welleby Drive to City Hall complex

1. Bus stop was recently moved.

Commercial Plazas west of Nob Hill Road (Welleby Plaza to north with Publix; Welleby Square to south with Fitness Center)

1. Sign prohibiting ped crossing was installed in median after fatality.

Oakland Park Boulevard at Nob Hill Road

1. Intersection is currently a construction zone.
2. Crosswalks were standard and faded in some parts.

Entire Corridor

1. Lacking in shade.
2. No pedestrian-scale lighting.
3. BCT bus stop placement needs to be considered with regard to crosswalk locations.

5.0 RECOMMENDATIONS

Based on the crash records, field observations of the intersection operation, and input from the multi-disciplinary RSA team, this study recommends the improvements identified below. Some recommendations included here serve as preventative measures, and may not be justified directly by crash history. Improvements identified as maintenance can be completed within two years, near-term can be completed within three to five years, and long-term can be completed beyond five years. Other funding sources may be available for the following recommendations. Note that the shared use path recommendation will be constructed using Surtax dollars. This RSA supports the shared use path recommendation and identifies the importance of the project to address pedestrian and bicyclist goals including improving corridor-wide connectivity.

1. Add Leading Pedestrian Interval at Hiatus Road intersection, Joshlee Boulevard (NW 33rd Street) intersection, and Nob Hill Road intersection. Maintenance.
   Justification: Pedestrian crash history in the corridor, need for consistency at signalized intersections within the corridor.
2. Extend red clearance interval at Hiatus Road intersection, and Nob Hill Road intersection. Maintenance.
   Justification: Crash history throughout the corridor.
3. Install "Stop Here on Red" [R10-6] signs on eastbound Oakland Park Boulevard at Hiatus Road intersection. If problem persists, consider changing sign to "No Right Turn on Red". Maintenance.
   Justification: Need was observed during field visit.
4. Repair curb and gutter to eliminate low spot and correct drainage issues at the southwest corner of the Hiatus Road intersection. Maintenance.
   Justification: Necessary ADA compliance and built environment features.
5. Install special emphasis crosswalks on all legs of the Hiatus Road and Joshlee Boulevard intersections. Maintenance.
   Justification: Need was observed during field visit, need for consistency at signalized intersections within the corridor.
6. Repair sidewalks and address drainage in both the eastbound and westbound direction along W Oakland Park Boulevard. Maintenance.
   Justification: Need was observed during field visit.
7. Stripe special emphasis crosswalks across church driveway in eastbound direction at Hiatus Road to Joshlee Boulevard (NW 33rd Street), as well as on all legs of Oakland Park Boulevard at Joshlee Boulevard (NW 33rd Street), and at Nob Hill

Road intersection, if not already provided by Nob Hill improvement projects. In addition, the North side driveway between Hiatus Road and Joshlee Boulevard (NW 33rd Street), Sunrise Fire Rescue Department/Public Safety Building driveway on the south side, Welleby Plaza (3 driveways) on the north and Welleby Square (1 driveway) on the south. Maintenance.
Justification: Need was observed during field visit to provide notification to motorists of pedestrian crossings, especially across wide driveways.

8. Conduct intersection capacity analysis at Joshlee Boulevard (NW 33rd Street) intersection to determine if protected left turn signal phases are warranted. Maintenance.
   Justification: Requested by stakeholder input.
9. Restripe crosswalk across driveway to Library and Senior Center on the south side of Oakland Park Boulevard. Maintenance.
   Justification: Need was observed during field visit.
10. Add pedestrian-scale lighting from Hiatus Road intersection to Joshlee Boulevard (NW 33rd Street) in the eastbound and westbound directions, and from Joshlee Boulevard to Welleby Plaza/Square shopping plazas in the eastbound and westbound directions. Near-term.
    Justification: Requested in stakeholder input, especially due to these locations being pedestrian activity generators.
11. Relocate bus stops near Welleby Plaza and Welleby Square further to the east in order to be closer to the Nob Hill Road intersection crossing. Near-term.
    Justification: Need observed due to Oakland Park Boulevard being a premium transit corridor.
12. Add a marked pedestrian crosswalk and pedestrian phase at the existing emergency signal adjacent to Sunrise Fire Rescue Department/Public Safety Building on the east leg of intersection. Near-term.
    Justification: Need was observed during field visit due to lack of pedestrian crossing facility near bus stops in the area, as well as the infrequency of crossing opportunities throughout the corridor.
13. Bring in curb lines to reduce the radius of turn in the northwest and southeast corners of the Nob Hill Road intersection. Near-term.
    Justification: Crash history and the need for speed management at the intersection.
14. Add shade structures or trees on both sides of the street from Joshlee Boulevard to Welleby Plaza/Square shopping centers. Near-term.

Justification: Direct sunlight hits this segment of the path, with no shade or built environment coverage.

15. Add intersection lighting at the corners of the Hiatus Road and Nob Hill Road intersections. Near-term.
    Justification: Lack of necessary light at key intersections with high crash rates reported.
16. Add flashing yellow arrow for left turns from Oakland Park Boulevard at Joshlee Boulevard (either 3 section permissive only, or 4 section protection/permissive based on result of intersection capacity analysis). Near-term.
    Justification: Stakeholder input and crash history.
17. Upgrade signal at Joshlee Boulevard and Oakland Park Boulevard to mast arm with one signal head per lane. Near-term.
    Justification: Modernizing signal equipment.
18. Improve connectivity to Hiatus Greenway, which is adjacent to the intersection of Oakland Park Boulevard and Hiatus Road, by constructing a shared use path on both sides of Oakland Park between Hiatus Road and the Greenway. Near-term.
    Justification: Need was observed during field visit.
19. Provide pedestrian/bicyclist wayfinding along the corridor to locate the municipal center, Welleby Park, schools, Hiatus Greenway, and City Hall. This should be included in the Surtax/Complete Streets Master Plan (CSMP) shared-use path projects on Oakland Park Boulevard. Near-term.
    Justification: Clearer navigation throughout the corridor, as well as safer passage across intersections and past traffic.
20. Preserve tree canopy while mitigating root damage to sidewalks through innovative/green infrastructure practices. Long-term.
    Justification: Sustainable practice that also repairs the condition of the pedestrian and bicyclist facilities.
21. Move sidewalk off the curb and place nearer to ROW line with buffer from road traffic at Lago Welleby Drive to old bus stop near City Hall complex. Long-term.
    Justification: Need was observed during field visit, and the ROW space is available.
22. Reconstruct existing sidewalk to shared-use path standards on both sides of the street. This should be included in the Surtax/Complete Streets Master Plan (CSMP) shared-use path projects on Oakland Park Boulevard. Long-term.
    Justification: Safer, accessible, and more accommodating conditions for mixed-use pedestrian and bicyclist travel along the corridor.

23. Realign sidewalk ramps to be set back from intersection and parallel to sidewalk from Hiatus Road to Joshlee Boulevard, as well as at Lago Welleby Drive and commercial property across from fire station, and at the commercial plazas just west of Nob Hill Road, on both sides of the street. Long-term.
    Justification: Sidewalk connection offers a safer continuation of the pathway for pedestrians and bicyclists.
24. Add midblock crossing between Lago Welleby Drive and Welleby Isles Boulevard, with Pedestrian Hybrid Beacon (PHB)/HAWK signal. Long-term.
    Justification: Need was observed to provide safe pedestrian crossing for existing bus stops.
25. Add a midblock crossing with PHB/HAWK signal between the Welleby Plaza and Welleby Square shopping centers immediately adjacent to existing bus stops using the 29' wide median and re-aligning the westbound turn lane to Welleby Square. Long-term.
    Justification: Need was observed to provide safe pedestrian crossing for existing bus stops.
26. Enhance level of protection at intersection in coordination with MPO and County/City Complete Streets projects, including reducing radius of turn for passenger cars and adding truck aprons at Hiatus Road, Joshlee Boulevard, and Nob Hill Road intersections. Long-term.
    Justification: Crash history and speed management.

A full summary of all crashes on the study corridor within the years 2018 through 2022 is included as **Appendix A.** Field photographs are included in **Appendix B.** A detailed construction cost estimate, benefit-cost (B-C) analysis, and net present value (NPV) analysis are attached as **Appendices C, D, and E**, respectively. The following tables provide a summary for each of these elements including costs for improvements at each intersection and corridor-wide costs with and without the shared use path.

Estimated Total Cost of Recommendations	$ 3,959,839.23
Estimated Reduction in Crashes per Year	19.43
Cost Per Crash	$ 123,598
Total Annual Benefit	$ 2,401,509
Net Present Value	$ 13,347,364.00

Segment	Shared Use Path Cost [1]	Costs other than the proposed Shared Use Path [1]
Oakland Park Blvd and Hiatus Rd	N/A	$158,010.98
Oakland Park Blvd and Joshlee Blvd (NW 33rd St)	N/A	$634,823.39
Oakland Park Blvd and Lago Welleby Dr	N/A	$800,318.32
Oakland Park Blvd and Welleby Plaza/Welleby Square	N/A	$900,580.46
Oakland Park Blvd and Nob Hill Rd	N/A	$70,350.30
Corridor-wide/Miscellaneous	$1,316,214.00	$79,542.00
Total	**$1,316,214.00**[2]	**2,643,625.00**[2]

Notes: [1] Cost estimates include 6% general mobilization, 6% maintenance of traffic (MOT), and 15% misc. & contingency (not including major utility.
[2] Rounded to the nearest dollar.

6.0 FEASIBILITY REVIEW

The warrant requirements for midblock crossings are included in the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) 11th edition, in Section 4C.05: Warrant 4, Pedestrian Volume.

Additionally, FDOT's Traffic Engineering Manual (TEM) describes requirements in Section 5.2 – Treatments for Pedestrian Crosswalks at Midblock and Unsignalized Intersections.

7.0 IMPLEMENTATION PLAN

The implementation plan presented below identifies the agency responsible for the implementation, the nature of the improvement with respect to maintenance, near-term, long-term, or study.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Hiatus Road	**1**	Leading Pedestrian Interval	Broward County Traffic Engineering Division	Maintenance	Pedestrian crash history in the corridor, need for consistency at signalized intersections within the corridor.
	2	Extend red clearance interval	Broward County Traffic Engineering Division	Maintenance	Crash history throughout the corridor.
	3	Repair curb and gutter to eliminate low spot and correct drainage issues at the southwest corner of the intersection.	Broward County	Maintenance	Need was observed during field visit.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Hiatus Road	**4**	Install special emphasis crosswalks on all legs of intersection.	Broward County	Maintenance	Pedestrian crash history.
	5	Install "Stop Here on Red" [R10-6] signs in eastbound direction. If problem persists, consider changing sign to "No Right Turn on Red"	Broward County Traffic Engineering Division	Maintenance	Need was observed during field visit.
	6	Stripe crosswalk along North side driveway between Hiatus Road and Joshlee Boulevard (NW 33rd Street)	Broward County	Maintenance	Need was observed during field visit to provide notification to motorists of pedestrian crossings, especially across wide driveways.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Hiatus Road	**7**	Add pedestrian-scale lighting from Hiatus Road intersection to Welleby Plaza/Square shopping centers in the eastbound and westbound directions.	City of Sunrise	Near-term	Stakeholder input, especially due to these locations being pedestrian activity generators.
	8	Add intersection lighting.	Broward County	Near-term	Need was observed during field visit – insufficient roadway lighting at major intersections.
	9	Enhance level of protection in coordination with MPO and County/City Complete Streets projects by reducing radius of turn for passenger cars and adding truck aprons at Hiatus Road intersection.	Broward County	Long-term	Crash history and speed management.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Joshlee Boulevard (NW 33rd Street)	**10**	Leading Pedestrian Interval	Broward County Traffic Engineering Division	Maintenance	Pedestrian crash history in the corridor, need for consistency at signalized intersections within the corridor.
	11	Install special emphasis crosswalks on all legs of intersection.	Broward County	Maintenance	Need was observed during field visit, need for consistency at signalized intersections within the corridor.
	12	Conduct intersection capacity analysis to determine if protected left turn signal phases are warranted.	Broward County Traffic Engineering Division	Studies	Stakeholder input.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Joshlee Boulevard (NW 33rd Street)	**13**	Add shade structures or trees on both sides of the street from Joshlee Boulevard (NW 33rd Street) to Welleby Plaza/Square shopping centers.	City of Sunrise	Near-term	Need was observed during field visit due to direct exposure to the sun and limited pedestrian facilities.
	14	Add flashing yellow arrow for left turns from Oakland Park Boulevard at Joshlee Boulevard (either 3 section permissive only, or 4 section protection/permissive based on result of intersection capacity analysis).	Broward County Traffic Engineering Division	Near-term/Studies	Stakeholder input and crash history.
	15	Upgrade signal to mast arm with one signal head per lane.	Broward County Traffic Engineering Division	Near-term	Modernizing signal equipment.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Joshlee Boulevard (NW 33rd Street)	**16**	Enhance level of protection in coordination with MPO and County/City Complete Streets projects by reducing radius of turn for passenger cars and adding truck aprons at Joshlee Blvd intersection.	Broward County	Long-term	Crash history and speed management.
Lago Welleby Drive	**17**	Add midblock crossing between Lago Welleby Drive and Welleby Isles Boulevard to the east, with Pedestrian Hybrid Beacon (PHB)/HAWK signal.	Broward County Traffic Engineering Division	Long-term	Need was observed to provide safe pedestrian crossing for existing bus stops.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Lago Welleby Drive	**18**	Move sidewalk off the curb and place nearer to ROW line with buffer from road traffic at Lago Welleby Drive to old bus stop near City Hall complex.	Broward County	Long-term	Need was observed during field visit, and the ROW space is available.
Welleby Plaza and Welleby Square	**19**	Stripe crosswalks along Welleby Plaza (3 driveways) on the north and Welleby Square (1 driveway) on the south	Broward County	Maintenance	Need was observed during field visit to provide notification to motorists of pedestrian crossings, especially across wide driveways.
	20	Relocate bus stops near Welleby Plaza and Welleby Square further to the east in order to be closer to Nob Hill Road intersection crossing.	Broward County Transit	Near-term	Need observed due to Oakland Park Boulevard being a premium transit corridor.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Welleby Plaza and Welleby Square	**21**	Add a midblock crossing with PHB/HAWK signal between the Welleby Plaza and Welleby Square shopping centers immediately adjacent to existing bus stops using the 29' wide median and re-aligning the westbound turn lane to Welleby Square.	Broward County Traffic Engineering Division	Long-term	Crash history and speed management.
Nob Hill Road	**22**	Extend red clearance interval.	Broward County Traffic Engineering Division	Maintenance	Crash history throughout the corridor.
	23	Leading Pedestrian Interval	Broward County Traffic Engineering Division	Maintenance	Pedestrian crash history in the corridor, need for consistency at signalized intersections within the corridor.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Nob Hill Road	**24**	Add a marked pedestrian crosswalk and pedestrian phase at the existing emergency signal adjacent to Sunrise Fire Rescue Department/Public Safety Building on the east leg of intersection.	Broward County	Near-term	Need was observed during field visit due to lack of pedestrian crossing facility near bus stops in the area, as well as the infrequency of crossing opportunities throughout the corridor.
	25	Bring in curb lines to reduce the radius of turn in the northwest and southeast corners of the intersection.	Broward County	Near-term	Crash history and the need for speed management at intersection.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Nob Hill Road	**26**	Add intersection lighting.	Broward County	Near-term	Need was observed during field visit – insufficient roadway lighting at major intersections.
	27	Enhance level of protection in coordination with MPO and County/City Complete Streets projects by reducing radius of turn for passenger cars and adding truck aprons at Nob Hill Rd intersection.	Broward County	Long-term	Crash history and speed management.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Corridor-Wide / Miscellaneous	**28**	Stripe crossswalk across Sunrise Fire Rescue Department/Public Safety Building driveway on the south side	Broward County	Maintenance	Need was observed during field visit to provide notification to motorists of pedestrian crossings, especially across wide driveways.
	29	Repair sidewalks and address drainage in both the eastbound and westbound direction along W Oakland Park Boulevard.	Broward County	Maintenance	Need was observed during field visit.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Corridor-Wide / Miscellaneous	**30**	Restripe crosswalk across driveway to Library and Senior Center on the south side of Oakland Park Boulevard.	Broward County	Maintenance	Need was observed during field visit.
	31	Provide pedestrian/bicyclist wayfinding along the corridor to locate the municipal center, Welleby Park, schools, Hiatus Greenway, and City Hall.	City of Sunrise	Near-term	Need was observed during field visit.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Corridor-Wide / Miscellaneous	**32**	Preserve tree canopy while mitigating root damage to sidewalks through innovative/green infrastructure practices.	Broward County	Long-term	Need was observed during field visit.

Location	#	Improvement	Responsible Agency	Maint., Near-, Long-Term, or Studies	Rationale
Corridor-Wide / Miscellaneous	**33**	Realign sidewalk ramps to be set back from intersection and parallel to sidewalk from Hiatus Road to Joshlee Boulevard, as well as at Lago Welleby Drive and commercial property across from fire station, and at the commercial plazas just west of Nob Hill Road, on both sides of the street.	Broward County	Long-term	Need was observed during field visit for this ADA improvement.
	34	Reconstruct existing sidewalks to shared use path standards on both sides of the street.	Broward County	Long-term	Safer, accessible, and more accomodating conditions for mixed-use pedestrian and bicyclist travel along the corridor.

Appendix A – Crash Summary

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
1	87399187	1/1/2018	1:50 AM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
2	87399203	1/2/2018	5:42 PM	Tuesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
3	87399217	1/4/2018	12:30 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
4	87399271	1/11/2018	12:59 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
5	87399321	1/17/2018	7:50 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
6	87399377	1/24/2018	9:00 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	1	0	1	0	0	0	0	$ -
7	87399461	2/2/2018	6:36 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Rear	N	3	3	0	0	0	0	0	$ -
8	87399477	2/4/2018	10:25 PM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
9	87399590	2/8/2018	8:42 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
10	87399529	2/10/2018	7:43 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
11	87399544	2/12/2018	11:32 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
12	87399580	2/15/2018	7:48 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
13	87399681	2/27/2018	5:29 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
14	87399683	2/27/2018	7:27 PM	Tuesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Right/U-Turn	N	0	0	0	0	0	0	0	$ -
15	87399802	3/15/2018	11:17 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
16	87399884	3/25/2018	1:03 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
17	87399982	3/29/2018	9:54 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
18	87399935	4/1/2018	3:09 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
19	87399960	4/3/2018	6:41 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
20	87399963	4/4/2018	12:43 AM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
21	87400139	4/13/2018	2:08 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
22	87400163	4/27/2018	6:08 PM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
23	87400276	5/2/2018	1:03 PM	Wednesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
24	87400215	5/2/2018	9:26 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
25	87400234	5/4/2018	4:18 PM	Friday	Four-Way Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	1	0	0	0	0	0	$ -
26	87400307	5/13/2018	4:18 PM	Sunday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
27	87400322	5/15/2018	2:15 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
28	87400375	5/22/2018	3:05 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	7	6	0	1	0	0	0	$ -
29	87400384	5/23/2018	2:30 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
30	87400457	6/1/2018	10:41 PM	Friday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	4	0	3	1	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
31	88608454	6/9/2018	5:52 AM	Saturday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
32	88608444	6/14/2018	4:01 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
33	88608457	6/15/2018	8:28 AM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	2	2	0	0	0	0	0	$ -
34	88608477	6/16/2018	11:01 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	Y	1	0	1	0	0	0	0	$ -
35	88608511	6/21/2018	5:34 PM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
36	88608545	6/26/2018	5:55 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
37	88608555	6/27/2018	10:57 PM	Wednesday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
38	88608630	7/6/2018	3:22 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
39	88608645	7/9/2018	2:56 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
40	88608679	7/13/2018	4:30 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
41	88608707	7/16/2018	5:06 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	2	0	2	0	0	0	0	$ -
42	88608762	7/23/2018	4:56 AM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
43	88608778	7/26/2018	2:59 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
44	88608817	7/31/2018	4:52 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	3	3	0	0	0	0	0	$ -
45	88608822	8/1/2018	3:32 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
46	88608824	8/1/2018	10:12 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	0	0	0	0	0	0	0	$ -
47	88608884	8/8/2018	3:16 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
48	88608938	8/15/2018	7:32 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
49	88608955	8/16/2018	2:17 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
50	88608958	8/17/2018	9:09 AM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -

CRASH SUMMARY

				Major Route: Oakland Park Blvd								County: Broward						
				Study Period: 1/1/2018 to 12/31/2022														
Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
51	88608994	8/22/2018	5:22 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
52	88608995	8/22/2018	6:25 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
53	88609032	8/27/2018	12:56 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
54	88609145	9/11/2018	8:31 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
55	88609176	9/14/2018	3:20 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
56	88609177	9/15/2018	6:30 AM	Saturday	Not at Intersection	Dawn	Dry	Motor Vehicle in Transport	Head On	Y	0	0	0	0	0	0	0	$ -
57	88609186	9/15/2018	9:44 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
58	88609203	9/18/2018	8:08 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
59	88609210	9/19/2018	1:45 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
60	88609241	9/21/2018	8:50 PM	Friday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
61	88609266	9/24/2018	4:58 PM	Monday	Not at Intersection	Daylight	Dry	Thrown or Falling Object	Parked Vehicle	N	0	0	0	0	0	0	0	$ -
62	88609410	10/13/2018	8:50 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Rear	Y	1	1	0	0	0	0	0	$ -
63	88609515	10/26/2018	8:50 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
64	88609569	11/2/2018	11:00 PM	Friday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
65	88609626	11/9/2018	1:15 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
66	88609650	11/12/2018	12:50 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
67	88609791	11/27/2018	5:49 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
68	88609789	11/27/2018	6:42 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
69	88609798	11/28/2018	3:14 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
70	88609911	12/11/2018	12:13 PM	Tuesday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	$ -
71	88609928	12/13/2018	10:10 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
72	88610059	12/17/2018	11:38 AM	Monday	Four-Way Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	$ -
73	88610053	12/27/2018	8:40 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
74	88610073	12/29/2018	12:03 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
75	88610256	1/19/2019	3:59 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
76	88610284	1/23/2019	7:53 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
77	88610308	1/25/2019	10:39 AM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
78	88610315	1/25/2019	6:46 PM	Friday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
79	88610463	2/13/2019	12:09 PM	Wednesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
80	88610467	2/13/2019	5:48 PM	Wednesday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
81	88610503	2/17/2019	7:19 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
82	88610570	2/26/2019	2:59 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
83	88610621	3/4/2019	10:06 AM	Monday	Not at Intersection	Daylight	Dry	Traffic Signal Support	Off Road	N	0	0	0	0	0	0	0	$ -
84	88610631	3/5/2019	12:28 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
85	88610669	3/9/2019	11:46 PM	Saturday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Left Entering	N	0	0	0	0	0	0	0	$ -
86	88610795	3/25/2019	9:40 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
87	88610830	3/29/2019	7:03 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	1	1	0	0	0	0	0	$ -
88	88610921	4/9/2019	11:53 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
89	88610927	4/9/2019	5:47 PM	Tuesday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
90	88610944	4/11/2019	5:34 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
91	88610946	4/12/2019	1:32 AM	Friday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	1	1	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
92	88610955	4/12/2019	5:40 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
93	88610970	4/14/2019	8:54 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
94	88611020	4/20/2019	12:18 AM	Saturday	T-Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Left Entering	N	0	0	0	0	0	0	0	$ -
95	88611058	4/24/2019	1:34 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
96	88611064	4/25/2019	1:04 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	1	1	0	0	0	0	0	$ -
97	88611066	4/25/2019	1:54 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
98	88611117	5/3/2019	12:18 PM	Friday	Not at Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
99	88611147	5/7/2019	8:10 PM	Tuesday	T-Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
100	88611196	5/14/2019	12:50 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
101	88611247	5/17/2019	5:40 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
102	88611268	5/23/2019	2:52 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Backed Into	N	0	0	0	0	0	0	0	$ -
103	88611299	5/28/2019	8:07 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
104	88611336	5/31/2019	5:20 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
105	88611342	6/1/2019	9:53 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
106	88611388	6/7/2019	2:35 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	1	0	1	0	0	0	0	$ -
107	88611399	6/8/2019	12:38 PM	Saturday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
108	89281127	6/16/2019	12:10 AM	Sunday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
109	89281049	6/17/2019	3:07 PM	Monday	Not at Intersection	Daylight	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
110	89281062	6/18/2019	9:54 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Backed Into	N	0	0	0	0	0	0	0	$ -
111	89281111	6/21/2019	5:51 PM	Friday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	4	4	0	0	0	0	0	$ -

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112	89281112	6/21/2019	9:34 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	1	1	0	0	0	0	0	$ -
113	89281134	6/25/2019	10:39 AM	Tuesday	T-Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
114	89281140	6/26/2019	7:45 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
115	89281144	6/26/2019	2:42 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	0	1	0	0	0	0	$ -
116	89281145	6/26/2019	2:56 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
117	89281178	7/1/2019	12:03 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
118	89281200	7/4/2019	9:10 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
119	89281214	7/7/2019	4:15 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	6	6	0	0	0	0	0	$ -
120	89281222	7/8/2019	3:42 PM	Monday	T-Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Rear	N	1	1	0	0	0	0	0	$ -
121	89281269	7/14/2019	7:45 PM	Sunday	T-Intersection	Dusk	Dry	Motor Vehicle in Transport	Left Entering	N	2	1	1	0	0	0	0	$ -

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122	89281288	7/17/2019	6:03 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
123	89281346	7/25/2019	7:24 PM	Thursday	T-Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Angle	N	5	5	0	0	0	0	0	$ -
124	89281358	7/27/2019	11:10 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
125	89281445	8/8/2019	4:22 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
126	89281466	8/10/2019	5:23 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
127	89281494	8/13/2019	10:25 PM	Tuesday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
128	89281521	8/17/2019	10:15 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
129	89281534	8/19/2019	3:53 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
130	89281719	9/12/2019	6:04 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
131	89281746	9/15/2019	8:45 PM	Sunday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
132	89281756	9/16/2019	7:02 PM	Monday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
133	89281785	9/20/2019	6:15 AM	Friday	Four-Way Intersection	Dawn	Dry	Motor Vehicle in Transport	Right Angle	N	1	1	0	0	0	0	0	$ -
134	89281787	9/20/2019	3:39 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
135	89281922	10/7/2019	10:19 AM	Monday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
136	89282273	11/15/2019	5:35 PM	Friday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
137	89282296	11/19/2019	6:05 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	$ -
138	89282306	11/20/2019	11:37 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
139	89282307	11/20/2019	11:38 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
140	89282323	11/22/2019	7:01 PM	Friday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
141	89282348	11/25/2019	3:29 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
142	89282400	12/1/2019	8:05 AM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
143	89282439	12/5/2019	12:40 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
144	89282485	12/11/2019	5:06 PM	Wednesday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
145	89282494	12/12/2019	5:30 PM	Thursday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
146	89282576	12/20/2019	7:09 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
147	89282593	12/22/2019	3:02 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
148	89282621	12/26/2019	7:35 PM	Thursday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
149	89282654	12/30/2019	4:20 AM	Monday	Not at Intersection	Dark - Lighted	Dry	Other Fixed Object	Off Road	N	0	0	0	0	0	0	0	$ -
150	89282846	1/7/2020	9:00 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
151	89282799	1/17/2020	1:17 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	2	0	2	0	0	0	0	$ -

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152	89282807	1/18/2020	4:00 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
153	89282812	1/19/2020	5:20 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	3	1	2	0	0	0	0	$ -
154	89282840	1/23/2020	2:10 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
155	89282854	1/24/2020	10:02 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
156	89282891	1/29/2020	7:53 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
157	89283114	2/23/2020	1:04 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
158	89283130	2/25/2020	1:21 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
159	89283146	2/27/2020	5:00 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	2	1	1	0	0	0	0	$ -
160	89283149	2/27/2020	5:41 PM	Thursday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
161	89283229	3/9/2020	4:44 PM	Monday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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162	89283238	3/10/2020	4:24 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
163	89283267	3/13/2020	6:23 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	2	1	1	0	0	0	0	$ -
164	89283333	3/27/2020	3:08 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	1	1	0	0	0	0	0	$ -
165	89283363	4/6/2020	2:49 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
166	89283395	4/15/2020	5:05 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
167	89283445	4/27/2020	10:35 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
168	89283488	5/6/2020	2:20 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
169	89283526	5/15/2020	10:10 PM	Friday	Not at Intersection	Dark - Lighted	Wet	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
170	89283606	6/1/2020	9:36 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Head On	N	2	0	2	0	0	0	0	$ -
171	89283614	6/3/2020	2:08 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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172	89283686	6/17/2020	12:49 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
173	24103590	6/28/2020	5:49 AM	Sunday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Angle	N	2	2	0	0	0	0	0	$ -
174	89283824	7/11/2020	2:35 AM	Saturday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
175	89283874	7/20/2020	9:25 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
176	89283893	7/23/2020	2:44 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
177	89283978	8/5/2020	4:37 PM	Wednesday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
178	21101493	8/17/2020	5:17 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
179	21101500	8/18/2020	5:17 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
180	21101511	8/20/2020	2:29 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
181	21101515	8/21/2020	5:43 AM	Friday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -

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182	21101518	8/21/2020	9:50 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
183	21101564	8/29/2020	11:18 AM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
184	21101585	9/2/2020	3:06 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
185	21101669	9/7/2020	9:54 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
186	21101623	9/10/2020	10:19 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
187	21101700	9/20/2020	1:36 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
188	21101705	9/21/2020	10:25 AM	Monday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
189	21101710	9/22/2020	4:18 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
190	21101723	9/24/2020	2:08 PM	Thursday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
191	24101763	9/29/2020	5:38 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -

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192	24101784	10/2/2020	6:01 PM	Friday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
193	24101791	10/3/2020	7:38 PM	Saturday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
194	24101794	10/4/2020	8:25 AM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	4	4	0	0	0	0	0	$ -
195	24101824	10/8/2020	10:43 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
196	24101872	10/15/2020	12:26 PM	Thursday	Four-Way Intersection	Daylight	Dry	Overturn/Rollover	Rollover	N	0	0	0	0	0	0	0	$ -
197	24101886	10/17/2020	2:38 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
198	24101964	10/30/2020	11:00 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	$ -
199	24101979	10/31/2020	10:13 PM	Saturday	Four-Way Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
200	24102042	11/12/2020	11:16 PM	Thursday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
201	24102080	11/18/2020	4:41 PM	Wednesday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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202	24102187	12/5/2020	5:38 AM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Angle	N	1	0	1	0	0	0	0	$ -
203	24102256	12/15/2020	11:50 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
204	24102266	12/17/2020	10:54 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	2	2	0	0	0	0	0	$ -
205	24102308	12/23/2020	8:06 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
206	24102334	12/26/2020	10:16 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
207	24102361	12/31/2020	8:37 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
208	24102429	1/13/2021	9:20 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
209	24102478	1/22/2021	2:09 PM	Friday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
210	24102520	1/29/2021	8:51 PM	Friday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
211	24102540	2/2/2021	5:52 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
212	24102588	2/10/2021	11:19 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Curb	Off Road	Y	0	0	0	0	0	0	0	$ -
213	24102625	2/17/2021	5:22 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
214	24102650	2/21/2021	2:31 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
215	24102661	2/24/2021	8:05 PM	Wednesday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
216	24102680	2/27/2021	3:10 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	3	3	0	0	0	0	0	$ -
217	24102682	2/27/2021	7:47 PM	Saturday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Other	N	2	2	0	0	0	0	0	$ -
218	24102688	3/1/2021	3:23 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	1	0	1	0	0	0	0	$ -
219	24102696	3/2/2021	4:50 PM	Tuesday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
220	24102786	3/16/2021	6:23 PM	Tuesday	Not at Intersection	Dusk	Dry	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	$ -
221	24102795	3/17/2021	5:08 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
222	24102833	3/23/2021	8:48 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
223	24102853	3/26/2021	6:08 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
224	24102995	4/13/2021	1:43 PM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
225	24103122	4/28/2021	10:40 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
226	24103123	4/28/2021	1:58 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
227	24103126	4/29/2021	10:51 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
228	24103175	5/7/2021	9:59 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
229	24103249	5/17/2021	3:28 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
230	24103266	5/21/2021	7:10 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
231	24103293	5/24/2021	10:19 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
232	24103297	5/25/2021	4:07 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
233	24103436	6/15/2021	5:53 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
234	24103442	6/16/2021	8:47 AM	Wednesday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
235	24103768	7/31/2021	1:08 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
236	24103821	8/7/2021	8:09 PM	Saturday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Same Direction Sideswipe	N	1	1	0	0	0	0	0	$ -
237	24103836	8/9/2021	5:42 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
238	24103860	8/12/2021	3:55 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
239	24103881	8/14/2021	7:46 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
240	24103936	8/21/2021	2:23 PM	Saturday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	0	1	0	0	0	0	$ -
241	24103942	8/21/2021	7:20 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
242	24103967	8/24/2021	2:07 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
243	24103995	8/27/2021	10:02 AM	Friday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	1	0	1	1	0	$ -
244	24104122	9/17/2021	7:21 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
245	24104159	9/22/2021	8:28 PM	Wednesday	Not at Intersection	Dark - Lighted	Wet	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	$ -
246	24104219	9/29/2021	5:19 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Entering	N	0	0	0	0	0	0	0	$ -
247	24104238	10/1/2021	6:20 PM	Friday	Not at Intersection	Daylight	Wet	Motor Vehicle in Transport	Left Leaving	N	1	1	0	0	0	0	0	$ -
248	24104239	10/1/2021	6:46 PM	Friday	Not at Intersection	Dawn	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
249	24104267	10/5/2021	8:08 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
250	24104317	10/13/2021	11:23 AM	Wednesday	Four-Way Intersection	Daylight	Dry	Other Non-Fixed Object	Single Vehicle	N	0	0	0	0	0	0	0	$ -
251	24104322	10/13/2021	5:19 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
252	24104364	10/17/2021	2:26 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	1	1	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
253	24104391	10/21/2021	9:42 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
254	24104407	10/23/2021	1:46 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
255	24104434	10/27/2021	2:16 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
256	24104439	10/27/2021	11:05 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Pedestrian	Pedestrian	N	1	1	0	0	0	0	0	$ -
257	24104450	10/29/2021	4:40 PM	Friday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	0	1	0	0	0	0	$ -
258	24820540	10/31/2021	1:50 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
259	24820557	11/5/2021	6:43 AM	Friday	Not at Intersection	Dark - Lighted	Wet	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	$ -
260	24820607	11/8/2021	8:15 PM	Monday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
261	24820712	11/21/2021	9:08 PM	Sunday	Four-Way Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
262	24820764	11/28/2021	3:25 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
263	24820837	12/4/2021	6:47 PM	Saturday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
264	24820840	12/4/2021	10:34 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	0	0	0	0	0	0	0	$ -
265	24820911	12/12/2021	10:49 PM	Sunday	Not at Intersection	Dark - Lighted	Dry	Pedestrian	Pedestrian	N	0	0	0	0	1	1	0	$ -
266	24821028	12/27/2021	7:30 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
267	24821079	1/3/2022	7:15 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	1	0	1	0	0	0	0	$ -
268	24821086	1/4/2022	10:19 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
269	24821211	1/22/2022	8:17 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	1	1	0	0	0	0	0	$ -
270	24821266	1/28/2022	3:49 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
271	24821288	2/1/2022	8:40 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
272	24821309	2/4/2022	7:23 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Other	N	1	1	0	0	0	0	0	$ -
273	24821328	2/7/2022	11:37 AM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
274	24821406	2/18/2022	8:22 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
275	24821437	2/23/2022	3:40 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
276	24821463	2/27/2022	4:48 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
277	24821490	3/4/2022	7:43 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
278	24821549	3/11/2022	1:07 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
279	24821770	4/11/2022	1:36 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
280	24821846	4/22/2022	6:23 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
281	24821892	4/28/2022	4:20 PM	Thursday	Four-Way Intersection	Daylight	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
282	24821973	5/9/2022	4:21 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
283	24821975	5/10/2022	5:03 AM	Tuesday	Not at Intersection	Dark - Not Lighted	Dry	Motor Vehicle in Transport	Left Entering	N	2	1	1	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
284	24822017	5/15/2022	2:24 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	0	0	0	0	0	0	0	$ -
285	24822030	5/17/2022	2:29 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
286	24822097	5/26/2022	3:41 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	2	1	1	0	0	0	0	$ -
287	24822138	6/1/2022	10:20 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
288	24822174	6/5/2022	5:32 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	1	1	0	0	0	0	0	$ -
289	24822305	6/23/2022	12:46 PM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
290	24822314	6/24/2022	6:03 AM	Friday	Not at Intersection	Dawn	Dry	Motor Vehicle in Transport	Left Rear	N	1	0	1	0	0	0	0	$ -
291	24822318	6/24/2022	5:04 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	0	1	0	0	0	0	$ -
292	24822355	6/29/2022	4:54 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	0	0	0	0	0	0	0	$ -
293	24822356	6/30/2022	8:44 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
294	24822445	7/12/2022	6:16 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right/Through	N	0	0	0	0	0	0	0	$ -
295	24822446	7/12/2022	8:21 PM	Tuesday	Not at Intersection	Dark - Lighted	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
296	24822456	7/14/2022	3:57 PM	Thursday	Not at Intersection	Daylight	Dry	Overturn/Rollover	Rollover	N	1	1	0	0	0	0	0	$ -
297	24822473	7/16/2022	11:05 AM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	1	1	0	0	0	0	0	$ -
298	24822496	7/20/2022	9:26 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	1	1	0	0	0	0	0	$ -
299	24822518	7/23/2022	2:51 PM	Saturday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
300	24822542	7/27/2022	10:01 AM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
301	24822562	7/29/2022	4:36 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
302	24822602	8/2/2022	4:01 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
303	24822690	8/9/2022	2:00 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Parked Vehicle	N	0	0	0	0	0	0	0	$ -
304	24822651	8/9/2022	6:10 PM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -

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Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
305	24822737	8/21/2022	2:23 PM	Sunday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
306	24822758	8/23/2022	9:20 PM	Tuesday	Four-Way Intersection	Dark - Lighted	Dry	Pedestrian	Pedestrian	N	1	1	0	0	0	0	0	$ -
307	24822766	8/25/2022	3:47 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	2	2	0	0	0	0	0	$ -
308	24822774	8/26/2022	6:13 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
309	24822794	8/29/2022	3:33 PM	Monday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	1	1	0	0	0	0	0	$ -
310	24822870	9/8/2022	4:21 PM	Thursday	Not at Intersection	Daylight	Dry	Pedestrian	Pedestrian	N	1	0	1	0	0	0	0	$ -
311	24822877	9/9/2022	12:42 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
312	24823037	10/2/2022	2:24 AM	Sunday	Four-Way Intersection	Dusk	Wet	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
313	24823090	10/10/2022	12:40 PM	Monday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
314	24823092	10/10/2022	5:14 PM	Monday	Not at Intersection	Daylight	Dry	Other Non-Collision	Other	N	0	0	0	0	0	0	0	$ -
315	24823095	10/11/2022	9:50 AM	Tuesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

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Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
316	24823113	10/15/2022	3:30 PM	Saturday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Left Rear	N	3	2	1	0	0	0	0	$ -
317	24823170	10/22/2022	9:18 PM	Saturday	Four-Way Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Right Angle	N	2	0	2	0	0	0	0	$ -
318	24823200	10/25/2022	8:32 AM	Tuesday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	1	1	0	0	0	0	0	$ -
319	24823202	10/26/2022	2:40 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Curb	Off Road	N	0	0	0	0	0	0	0	$ -
320	24823264	11/3/2022	11:02 AM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
321	24823372	11/18/2022	5:58 PM	Friday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
322	24823393	11/21/2022	5:14 PM	Monday	Not at Intersection	Dusk	Wet	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
323	24823414	11/23/2022	8:27 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Same Direction Sideswipe	N	0	0	0	0	0	0	0	$ -
324	24823427	11/25/2022	3:06 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	1	1	0	0	0	0	0	$ -
325	24823479	11/30/2022	6:04 PM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -

CRASH SUMMARY

Major Route: Oakland Park Blvd | **County: Broward**

Study Period: 1/1/2018 to 12/31/2022

Crash Ref No.	Report Number	Date	Time	Day	Type of Intersection	Lighting Condition	Pavement Conditions	First Harmful Event	Crash Type	Alcohol / Drugs	Injury	Possible Injury	Non-Incapacitating	Incapacitating	Fatality	Fatality Within 30 Days	Non-Traffic Fatality	Property Damage
326	24823480	12/1/2022	8:23 AM	Thursday	Four-Way Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
327	25718292	12/7/2022	2:18 PM	Wednesday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
328	25718130	12/15/2022	5:33 PM	Thursday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Right Angle	N	0	0	0	0	0	0	0	$ -
329	25718140	12/16/2022	9:39 AM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	1	0	1	0	0	0	0	$ -
330	25718166	12/18/2022	5:56 PM	Sunday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Other	N	0	0	0	0	0	0	0	$ -
331	25718188	12/21/2022	5:45 AM	Wednesday	Not at Intersection	Dark - Lighted	Dry	Motor Vehicle in Transport	Rear End	N	0	0	0	0	0	0	0	$ -
332	25718225	12/23/2022	4:49 PM	Friday	Not at Intersection	Daylight	Dry	Motor Vehicle in Transport	Unknown	N	2	2	0	0	0	0	0	$ -
333	25718323	12/28/2022	3:00 PM	Wednesday	Four-Way Intersection	Daylight	Dry	Pedalcycle	Bicycle	N	1	1	0	0	0	0	0	$ -

Appendix B – Field Photographs

Near Hiatus Road – Bicyclist riding in the street without a bike lane

Large trucks circulate in the area.

Bus Stop ID #5046 lacking a shelter

Poor curb condition at Hiatus Road intersection

Wide swale, lack of pedestrian lighting

Lack of shade along sidewalk paths

Sidewalk heading east towards City Hall adjacent to curb

Near commercial plazas – No Crossing sign in median

At Nob Hill Road, need for intersection lighting and reduced turn radius.

Appendix C – Construction Cost Estimate

CONCEPTUAL COST ESTIMATE

LOCATION: 1. Oakland Park Boulevard and Hiatus Road
DESCRIPTION: Oakland Park Boulevard RSA

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Special emphasis crosswalks	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	1,072	$ 2,487.04
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	540	$ 3,007.80
					Subtotal	**$ 5,494.84**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Install "Stop Here on Red" [R10-6] signs in eastbound direction	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	EA	$ 461.57	2	$ 923.14
					Subtotal	**$ 923.14**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Bring in curb lines to reduce the radius of turn at intersection	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	90	$ 6,714.90
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 31.08	65	$ 2,020.20
	0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	90	$ 2,109.60
	0527 2	DETECTABLE WARNINGS	SF	$ 44.98	16	$ 719.68
					Subtotal	**$ 11,564.38**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Install intersection lighting	0715 61111	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 8' ARM LENGTH	EA	$ 9,000.00	4	$ 36,000.00
					Subtotal	**$ 36,000.00**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Install ped scale lighting	PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	$ 10,000.00	8	$ 80,000.00
					Subtotal	**$ 80,000.00**
	Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other					
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Install LPI	PI-002	INSTALL LEADING PEDESTRIAN INTERVAL (LPI) SIGNAL TIMING	EA	$ 2,000.00	1	$ 2,000.00
					Subtotal	**$ 2,000.00**
					SUBTOTAL	**$ 124,417.98**
		General Mobilization			6%	$ 7,465.00
		Maintenance of Traffic (MOT)			6%	$ 7,465.00
		Misc. & Contingency (Not including major utility)			15%	$ 18,663.00
					CONSTRUCTION COST	**$ 158,010.98**

CONCEPTUAL COST ESTIMATE

LOCATION: 2. Oakland Park Boulevard and Joshlee Boulevard (NW 33rd St)

DESCRIPTION: Oakland Park Boulevard RSA

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Repair sidewalks and address drainage in eastbound and westbound direction	0110 1 1	CLEARING & GRUBBING	AC	$ 43,432.00	0.2	$ 8,686.40
	0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	100	$ 2,344.00
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	100	$ 7,461.00
	0590 70 1	IRRIGATION SYSTEM REPAIRS	LS	$ 19,185.33	1	$ 19,185.33
	PI-003	DRAINAGE MODIFICATIONS	LS	$ 50,000.00	1.000	$ 50,000.00
					Subtotal	**$ 87,676.73**

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Special emphasis crosswalks	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	928	$ 2,152.96
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	480	$ 2,673.60
					Subtotal	**$ 4,826.56**

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Upgrade Signal to Mast Arm with one signal head per lane	0641 2 80	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER	EA	$ 3,911.04	2	$ 7,822.08
	0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 10,719.88	1	$ 10,719.88
	0659 1101	MOUNTING ASSEMBLY, REPAIR/REPLACE/RETRO-FURNISH & INSTALL, MAST ARM MOUNTING ASSEMBLY	EA	$ 565.00	2	$ 1,130.00
	0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,368.29	4	$ 9,473.16
	0646 1 12	ALUMINUM SIGNALS POLE, FURNISH & INSTALL PEDESTRIAN DETECTOR POST	EA	$ 2,074.37	4	$ 8,297.48
	0646 2120	ALUMINUM POLE- INDEX 695-001, FURNISH & INSTALL, 20'	EA	$ 7,925.67	3	$ 23,777.01
	0649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	$ 75,773.27	3	$ 227,319.81
	0650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,789.47	10	$ 17,894.70
	0653 1 12	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAYS	AS	$ 1,839.65	4	$ 7,358.60
					Subtotal	**$ 313,792.72**

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Bring in curb lines to reduce the radius of turn at intersection	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	90	$ 6,714.90
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 31.08	65	$ 2,020.20
	0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	90	$ 2,109.60
	0527 2	DETECTABLE WARNINGS	SF	$ 44.98	16	$ 719.68
					Subtotal	**$ 11,564.38**

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install ped scale lighting	PI-001	INSTALL PEDESTRIAN SCALE LIGHTING NEAR INTERSECTION	EA	$ 10,000.00	8	$ 80,000.00
					Subtotal	**$ 80,000.00**
	Ped scale lighting costs are variable based on a variety of factors including ornamental pole design, availability of power source, contribution in aid of construction (CIAC) for the power supply, and other					

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install LPI	PI-002	INSTALL LEADING PEDESTRIAN INTERVAL (LPI) SIGNAL TIMING	EA	$ 2,000.00	1	$ 2,000.00
					Subtotal	**$ 2,000.00**

		SUBTOTAL		**$ 499,860.39**
	General Mobilization	6%		$ 29,992.00
	Maintenance of Traffic (MOT)	6%		$ 29,992.00
	Misc. & Contingency (Not including major utility)	15%		$ 74,979.00
		CONSTRUCTION COST		**$ 634,823.39**

CONCEPTUAL COST ESTIMATE

LOCATION: **3. Oakland Park Boulevard and Lago Welleby Drive**
DESCRIPTION: **Oakland Park Boulevard RSA**

Add midlbock crossing between Lago Welleby Dr and Welleby Isles Blvd with PHB signal

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0527 2	DETECTABLE WARNINGS	SF	$ 44.98	16	$ 719.68
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 461.57	8	$ 3,692.56
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	$ 300.61	8	$ 2,404.88
711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	800	$ 1,856.00
711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	540	$ 3,007.80
PI-009	Install Pedestrian Hybrid Beacon (PHB) signalization strategy at proposed uncontrolled pedestrian crossings	EA	$ 300,000.00	2	$ 600,000.00
				Subtotal	**$ 611,680.92**

Move sidewalk off curb and place nearer to ROW line with buffer from road traffic

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 43,432.00	0.2	$ 8,686.40
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	100	$ 7,461.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	100	$ 2,344.00
				Subtotal	**$ 18,491.40**
				SUBTOTAL	**$ 630,172.32**
	General Mobilization			6%	$ 37,810.00
	Maintenance of Traffic (MOT)			6%	$ 37,810.00
	Misc. & Contingency (Not including major utility)			15%	$ 94,526.00
				CONSTRUCTION COST	**$ 800,318.32**

CONCEPTUAL COST ESTIMATE

LOCATION: **4. Oakland Park Boulevard and Welleby Plaza/ Welleby Square**
DESCRIPTION: **Oakland Park Boulevard RSA**

Relocate bus stops further east in order to be closer to intersection crossings

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0751 35 43	ARCHITECHTURAL, BUS SHELTER, RELOCATE, 101-150 SF	EA	$ 20,000.00	2	$ 40,000.00
0751 38 50	BENCH, RELOCATE	EA	$ 2,758.83	2	$ 5,517.66
				Subtotal	**$ 45,517.66**

Special emphasis crosswalks

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	560	$ 1,299.20
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	320	$ 1,782.40
				Subtotal	**$ 3,081.60**

Add a midblock crossing with PHB adjacent to existing median, and re-aligning westbound turn lane

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 43,432.00	0.2	$ 8,686.40
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	450	$ 10,548.00
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	SY	$ 3.26	1,000.0	$ 3,260.00
0337 7 82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	$ 162.54	192.00	$ 31,207.68
0527 2	DETECTABLE WARNINGS	SF	$ 44.98	16	$ 719.68
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 461.57	8	$ 3,692.56
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	$ 300.61	8	$ 2,404.88
PI-009	Install Pedestrian Hybrid Beacon (PHB) signalization strategy at proposed uncontrolled pedestrian crossings	EA	$ 300,000.00	2	$ 600,000.00
				Subtotal	**$ 660,519.20**

		SUBTOTAL		**$ 709,118.46**
	General Mobilization	6%		$ 42,547.00
	Maintenance of Traffic (MOT)	6%		$ 42,547.00
	Misc. & Contingency (Not including major utility)	15%		$ 106,368.00
			CONSTRUCTION COST	**$ 900,580.46**

CONCEPTUAL COST ESTIMATE

LOCATION: **5. Oakland Park Boulevard and Nob Hill Road**
DESCRIPTION: **Oakland Park Boulevard RSA**

	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Install intersection lighting	0715 61111	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 8' ARM LENGTH	EA	$ 9,000.00	4	$ 36,000.00
					Subtotal	**$ 36,000.00**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Install LPI	PI-002	INSTALL LEADING PEDESTRIAN INTERVAL (LPI) SIGNAL TIMING	EA	$ 2,000.00	1	$ 2,000.00
					Subtotal	**$ 2,000.00**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Special emphasis crosswalks	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	1,216	$ 2,821.12
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	540	$ 3,007.80
					Subtotal	**$ 5,828.92**
	PAY ITEMS NO	**DESCRIPTION**	**UNIT**	**UNIT COST**	**QUANTITY**	**AMOUNT**
Bring in curb lines to reduce the radius of turn in the NW and SE corners of the intersection.	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	90	$ 6,714.90
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 31.08	65	$ 2,020.20
	0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	90	$ 2,109.60
	0527 2	DETECTABLE WARNINGS	SF	$ 44.98	16	$ 719.68
					Subtotal	**$ 11,564.38**
					SUBTOTAL	**$ 55,393.30**
		General Mobilization			6%	$ 3,324.00
		Maintenance of Traffic (MOT)			6%	$ 3,324.00
		Misc. & Contingency (Not including major utility)			15%	$ 8,309.00
					CONSTRUCTION COST	**$ 70,350.30**

CONCEPTUAL COST ESTIMATE

LOCATION: 6. Corridor-Wide/Miscellaneous
DESCRIPTION: Oakland Park Boulevard RSA

Preserve tree canopy while mitigating root damage to sidewalks

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 22	TREE ROOT AND BRANCH PRUNING	EA	$ 1,572.20	10	$ 15,722.00
				Subtotal	**$ 15,722.00**

Install intersection lighting

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0715 61111	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 8' ARM LENGTH	EA	$ 9,000.00	4	$ 36,000.00
				Subtotal	**$ 36,000.00**

Reconstruct existing sidewalks to shared use path standards

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0110 1 1	CLEARING & GRUBBING	AC	$ 43,432.00	2.64	$ 114,660.48
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 23.44	4,791	$ 112,293.30
0120 1	REGULAR EXCAVATION	CY	$ 10.64	5,557.17	$ 59,128.29
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 74.61	8,889	$ 663,208.29
0527 2	DETECTABLE WARNINGS	SF	$ 44.98	280	$ 12,594.40
0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.15	4,444	$ 13,998.60
0700 1 60	SINGLE POST SIGN, REMOVE	AS	$ 23.65	10	$ 236.50
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 461.57	10	$ 4,615.70
0711 16 231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	$ 2,826.78	2	$ 5,653.56
PI-003	DRAINAGE MODIFICATIONS	LS	$ 50,000.00	1	$ 50,000.00
				Subtotal	**$ 1,036,389.12**

Install pedestrian/bicyclist wayfinding signage

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 461.57	12	$ 5,538.84
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	$ 300.61	12	$ 3,607.32
				Subtotal	**$ 9,146.16**

Special emphasis crosswalks - on south driveways near Fire Rescue Department and Library/Senior Center

PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 2.32	400	$ 928.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 5.57	150	$ 835.50
				Subtotal	**$ 1,763.50**

		SUBTOTAL	**$ 1,099,020.78**
	General Mobilization	6%	$ 65,941.00
	Maintenance of Traffic (MOT)	6%	$ 65,941.00
	Misc. & Contingency (Not including major utility)	15%	$ 164,853.00
		CONSTRUCTION COST	**$ 1,395,755.78**

Appendix D – Benefit Cost Analysis

The net present value (NPV) of implementing the recommendations from the Oakland Park Boulevard RSA was calculated to be $13,347,364.

Oakland Park Boulevard, from Hiatus Rd to Nob Hill Rd

Crash Reduction Calculations

Location	Safety/Operational Issues	Treatment	CMF ID	# of pertinent crashes (2018-2022)	Crashes/ Year	Adjusted Crashes/Year	CRF*	Expected crash reduction
Hiatus Road and Nob Hill Road intersections.	Insufficient roadway lighting at major intersections.	Intersection lighting	441	77	15.40	15.40	59%	9.09 crashes/year
Hiatus Road intersection, plus church driveway in eastbound direction at Hiatus Road to Joshlee Boulevard (NW 33rd Street), as well as on all legs of Oakland Park Boulevard at Joshlee Boulevard (NW 33rd Street), and at Nob Hill Road intersection, if not already provided by Nob Hill improvement projects	Pedestrian and bicycle crashes	High visibility crosswalk	4123	12	2.40	2.40	40%	0.96 crashes/year
Hiatus Road intersection to Joshlee Boulevard on both sides of the street.	Bicycle facilities are non-existent, in-road, or in poor condition	Install shared use path	9250	3	0.60	0.60	25%	0.15 crashes/year
Hiatus Road intersection to Joshlee Boulevard (NW 33rd Street), and Joshlee Boulevard to Welleby Plaza and Welleby Square shopping plazas in the eastbound and westbound directions for both	Non-existent or poor pedestrian scale lighting	Improve street lighting illuminance and uniformity	11026	3	0.60	0.60	32.1%	0.19 crashes/year
Hiatus Road intersection, Joshlee Boulevard (NW 33rd Street) intersection, and Nob Hill Road intersection	Unsafe/ inadequate pedestrian conditions	Implement a Leading Pedestrian Interval (LPI)	9903	9	1.80	1.80	19%	0.34 crashes/year
Commercial driveway at Hiatus Road to Joshlee Boulevard (NW 33rd Street) in the westbound direction, as well as on Joshlee Boulevard to Welleby Plaza/Square shopping plazas in the eastbound and westbound directions, across City Hall non-public entrance and entrance to library/senior center, and on commercial plazas just west of Nob Hill Road (Welleby Plaza to north with Publix; Welleby Square to south with fitness center.)	Lacking appropriate pavement markings	Pavement markings on approach	9147	9	1.80	1.80	21.1%	0.38 crashes/year
Hiatus Road intersection	"Stop Here on Red" [R10-6] sign needed in eastbound direction.	Install advanced yield or stop marking and signs	9018	86	17.20	17.20	11.4%	1.96 crashes/year
Between Lago Welleby Drive and Welleby Isles Boulevard, as well as Welleby Plaza and Welleby Square shopping centers.	Inadequate safety conditions	Pedestrian Hybrid Beacon (PHB) for all crashes	9021	56	11.20	11.20	56.8%	6.36 crashes/year
							Overall crash reduction	**19.43 crashes/year**

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 441

CMF Name: Provide intersection illumination

Description:

Prior Condition: No Prior Condition(s)

Category: Highway lighting

Study ID: *Handbook of Road Safety Measures*, Elvik, R. and Vaa, T. 2004

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.41
Adjusted Standard Error:	0.2
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	59
Adjusted Standard Error:	20
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 4123

CMF Name: Install high-visibility crosswalk

Description: High-visibility crosswalks aim to increase awareness of pedestrian

Prior Condition: High visibility crosswalks aim to increase awareness of pedest

Category: Pedestrians

Study ID: *The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience*, Li Chen, Cynthia Chen, and Reid Ewing 2012

Star Quality Rating	
Star Quality Rating:	2 Stars

Crash Modification Factor (CMF)	
Value:	0.6
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	40
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size (crashes):	63 crashes before, 15 crashes after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 01, 2012
Comments:	The treatment group included both signalized and unsignalized intersections. The corresponding change in crashes in the comparison group was an 18 percent reduction in pedestrian-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment.

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CMF / CRF Details

CMF ID: 9018

CMF Name: Install advanced yield or stop markings and signs

Description: Install advanced yield or stop markings and signs

Prior Condition: No advanced yield or stop markings and signs

Category: Pedestrians

Study ID: *Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*, Zegeer et al. 2017

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.886
Adjusted Standard Error:	
Unadjusted Standard Error:	0.065

Crash Reduction Factor	
Value:	11.4
Adjusted Standard Error:	
Unadjusted Standard Error:	6.5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Minor Arterial
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	Minimum of 340 to Maximum of 52892 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2004 to 2013
Municipality:	
State:	AZ,FL,IL,MA,NY,NC,OR,VA,WI
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	310 crashes before, 671 crashes after
Sample Size (sites):	69 sites before, 69 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 17, 2017
Comments:	Study sites were a combination of intersection and mid-block locations.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9021

CMF Name: Install pedestrian hybrid beacon (PHB or HAWK) with advanced yie

Description: Install a combination of a pedestrian hybrid beacon (PHB) and adv

Prior Condition: No PHB or advanced yield or stop markings and signs

Category: Pedestrians

Study ID: *Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*, Zegeer et al. 2017

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.432
Adjusted Standard Error:	
Unadjusted Standard Error:	0.134

Crash Reduction Factor	
Value:	56.8
Adjusted Standard Error:	
Unadjusted Standard Error:	13.4

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Minor Arterial
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	Minimum of 6634 to Maximum of 48791 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2004 to 2013
Municipality:	
State:	AZ,FL,IL,MA,NY,NC,OR,VA,WI
Country:	USA
Type of Methodology Used:	Meta-analysis
Sample Size (crashes):	10 crashes before, 4 crashes after
Sample Size (sites):	27 sites before, 27 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 17, 2017
Comments:	Methodology used was a combination of EB before-after and cross-sectional estimations. Also, study sites were a combination of intersection and mid-block locations.

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9147

CMF Name: Install parallelogram-shaped pavement markings on approaches to

Description: Install parallelogram-shaped pavement markings approaches to pe

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: *Effects of parallelogram-shaped pavement markings on vehicle speed and safety of pedestrian crosswalks on urban roads in China*, Guo et al. 2016

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.789
Adjusted Standard Error:	
Unadjusted Standard Error:	0.053

Crash Reduction Factor	
Value:	21.1
Adjusted Standard Error:	
Unadjusted Standard Error:	5.29

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	3
Maximum Number of Lanes:	3
Number of Lanes Direction:	One Direction
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	60
Maximum Speed Limit:	60
Speed Unit:	km/h
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/pedestrian crossing (eg, midblock crossing)
Intersection Geometry:	
Traffic Control:	Not specified
Major Road Traffic Volume:	Minimum of 6989 to Maximum of 27035 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	

Average Major Road Volume:	11318 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2008 to 2013
Municipality:	Nanning
State:	notusa
Country:	China
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	177 crashes
Sample Size (sites):	12 sites
Sample Size (site-years):	72 site-years

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Jan 17, 2018
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9250

CMF Name: Install shared path

Description:

Prior Condition: No shared path present

Category: Bicyclists

Study ID: *Statewide Analysis of Bicycle Crashes*, Alluri et al. 2017

Star Quality Rating	
Star Quality Rating:	2 Stars

Crash Modification Factor (CMF)	
Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	25
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	6
Maximum Number of Lanes:	6
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 5700 to Maximum of 98500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	Not specified
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2011 to 2014
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2049 crashes
Sample Size (miles):	1209 miles

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

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CMF / CRF Details

CMF ID: 9903

CMF Name: Modify signal phasing (implement a leading pedestrian interval)

Description:

Prior Condition: Signal phasing without leading pedestrian interval

Category: Intersection traffic control

Study ID: *Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety*, Goughnour et al. 2018

Star Quality Rating	
Star Quality Rating:	5 Stars

Crash Modification Factor (CMF)	
Value:	0.81
Adjusted Standard Error:	
Unadjusted Standard Error:	0.07

Crash Reduction Factor	
Value:	19
Adjusted Standard Error:	
Unadjusted Standard Error:	7

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6650 to Maximum of 32363 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1850 to Maximum of 25883 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	16407 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	8544 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2005 to 2014
Municipality:	Chicago
State:	IL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	226 crashes before, 154 crashes after
Sample Size (sites):	56 sites before, 56 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Mar 11, 2019
Comments:	Crash Type = Vehicle - Pedestrian Crashes. This CMF is for sites where LPIs were implemented either at all crossings (across major and minor roads) or only for crossings across the minor road (parallel to the major road).

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 11026

Improve street lighting illuminance and uniformity

Description: Add or update street lighting to change the illuminance and uniformity along a roadway segment

Prior Condition: Average lighting level is [0 ft, 0.5fc]

Category: Highway lighting

Study: *Development of crash modification factors for roadway illuminance: A matched case-control study*, Li et al., 2021

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.679
Adjusted Standard Error:	
Unadjusted Standard Error:	0.129

Crash Reduction Factor (CRF)	
Value:	32.1 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	12.9

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban and suburban
Traffic Volume:	
Time of Day:	Night

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	2011 to 2014
Municipality:	Tampa
State:	FL

Country:	
Type of Methodology Used:	5
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-16-2022
Comments:	CMF of increasing the average lighting level from [0 fc, 0.5 fc] to (0.5 fc, 1.0 fc]

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Appendix E – Net Present Value

PROJECT NET PRESENT VALUE (NPV)

Project Name	**Oakland Park Blvd from Hiatus Rd to Nob Hill Rd**
Current Year	2024
Project Completion	2029
Project Life	15
Project Category	Corridor improvements
Discount Rate	0.07
Project Ends	2043

Estimated Reduction in Crashes = 19.43 crashes/year; Total Annual benefit = $2,401,509; Cost Per Crash $123,598

Year #	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Calendar Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
Estimated Cost	$ 3,959,839.23																			
Estimated Benefits						$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509	$2,401,509
Calculation																				
Discount Factor	1.000	0.935	0.873	0.816	0.763	0.713	0.666	0.623	0.582	0.544	0.508	0.475	0.444	0.415	0.388	0.362	0.339	0.317	0.296	0.277
Discounted Cost	-$3,959,839	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	0	0
Discounted Benefits	$0	$0	$0	$0	$0	$1,712,243	$1,600,227	$1,495,539	$1,397,700	$1,306,262	$1,220,805	$1,140,940	$1,066,299	$996,541	$931,347	$870,417	$813,474	$760,256	$710,520	664,037

NPV	**$13,347,364**

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