Phase IV Streetscape & AIA Improvements

From Hollywood Blvd to Southern City Limits

Prepared for:

CITY OF
Hollywood
FLORIDA

Prepared by:
Kimley-Horn
Phase IV: UNDERGROUNDING OF OVERHEAD UTILITIES AND STREETSCAPE BEAUTIFICATION

- E/W streetscape from Harrison Street to Magnolia Terrace; SR A1A to the Broadwalk
- SR A1A from Hollywood Boulevard to southern limits of City of Hollywood
Side Streets Study Area

• From Hollywood Boulevard south to Magnolia Terrace

Existing Conditions
All East-West streets are currently two-way with on-street parking on both sides of the street
Two-Way Yield Concept with Parking on Both Sides

- Pull-over areas every ~50 feet (yield space) for streets with less than 18 to 20 ft clearance

- **Total loss of 9 on-street spaces** throughout study area for yield spaces

- Two-way traffic flow improves circulation during flooding
Two-Way Yield Concept with Parking on Both Sides

STREET CONFIGURATION ANALYSIS - PHASE IV - CONCEPT 1 - TWO WAY YIELD

HOLLYWOOD, FLORIDA

JACKSON STREET: AERIAL VIEW - EXISTING CONDITIONS

JACKSON STREET: EXISTING CONDITIONS

PROPOSED STREET VIEW LOOKING EAST

LEGEND

- PROPOSED NEW LIGHT POLE
- PROPOSED NEW YIELD SPACE
- EXISTING PARKING SPACE
- EXISTING DRIVEWAY ACCESS
- ALSO USED AS YIELD SPACE

JACKSON STREET: PROPOSED CONCEPT - TWO WAY YIELD EVERY 50 FEET (+/-)
Potential One-Way Concept

Only streets with less than 18 to 20 ft drive clearance converted to one-way

LEGEND
- Signalized Intersection
- Left-Turn Lane
One-Way Concept with Parking on Both Sides

- Convert streets with less than 18 to 20 ft clearance to one-way traffic
- One-way traffic flow limits circulation during flooding
- Impact circulation in and out of the side streets
One-Way Concept with Parking on Both Sides

STREET CONFIGURATION ANALYSIS - PHASE IV - CONCEPT 3 - ONE WAY
HOLLYWOOD, FLORIDA

JACKSON STREET: AERIAL VIEW - EXISTING CONDITIONS

STREET VIEW LOOKING EAST: EXISTING CONDITIONS

JACKSON STREET: EXISTING CONDITIONS

PROPOSED STREET VIEW LOOKING EAST

LEGEND

- PROPOSED NEW LIGHT POLE
- EXISTING PARKING SPACE
- EXISTING DRIVEWAY ACCESS

JACKSON STREET: PROPOSED CONCEPT - ONE WAY
Traffic would have to circulate onto A1A to a side street, to Surf Road, to make left onto A1A southbound at Harrison Street.

Poor circulation issues become exasperated during flood conditions.

Or traffic will make an illegal U-turn at A1A and Harrison Street.

Observed 16 U-turns over 24-hours, but project close to 100 U-turns with one-way design.
One-Way Concept with Angled Parking

Issues with Angled Parking Design

- Only parking on one side of street
- One-way traffic required due to limitations of street widths
- Greatest loss of parking
- Less convenient to circulate streets
- Reduced access
- Potentially faster traffic
- Increased U-Turns on A1A
- Difficulty rerouting traffic during an accident or emergency
- Non consistent parking configuration
**Conclusions**

**Recommend Two-Way Yield Concept with Parking on Both Sides**

<table>
<thead>
<tr>
<th>Factors</th>
<th>Two-Way Yield with Parking on Both Sides</th>
<th>One-Way with Parking on Both Sides</th>
<th>One-Way with Angled Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit Displacement of On-Street Parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit U-Turns on A1A</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenient Access and Circulation</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limit Traffic on Surf Road</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimal Conflict with Oncoming Traffic</td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Easy Access for Emergency Vehicles and Management</td>
<td></td>
<td>✓</td>
<td></td>
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<tr>
<td>Improved Circulation During Flooding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved Pedestrian Safety from Slower Traffic</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
Undergrounding of Overhead Utilities and Streetscape Beautification from Harrison Street to Magnolia Terrace Parking Impact Comparison

<table>
<thead>
<tr>
<th>Factors</th>
<th>Two-Way Yield Streets with Parallel Parking on Both Sides</th>
<th>One-Way Parallel Parking on Both Sides</th>
<th>One-Way Parallel Parking on Both Sides *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Design Parking Loss (does not include streetends)</td>
<td>-9</td>
<td>0</td>
<td>-69</td>
</tr>
<tr>
<td>Undergrounding of Overhead Utilities, transformer islands **</td>
<td>-50</td>
<td>-50</td>
<td>-25</td>
</tr>
<tr>
<td>Total Loss of Parking</td>
<td>-59</td>
<td>-50</td>
<td>-94</td>
</tr>
<tr>
<td>Traffic Flow</td>
<td>Two-Way</td>
<td>One-Way</td>
<td>One-Way</td>
</tr>
</tbody>
</table>

- Conservatively assumes all hatched areas from angled parking design would include utility islands.
- ** Typical for all phases, Street end parking loss not included
Survey Question 1

Phase IV Streetscape and SR A1A Public Meeting
October 23, 2019
Public Survey

Check the box next to the roadway configuration option you prefer for the below corridor segment example.

1. WHICH SIDE STREET CONFIGURATION DO YOU PREFER?

Option 1: Two-way traffic with parking on one side

Option 2: One-way traffic with parking on both sides

Street Name of your residence:_______________________
Additional Comments:______________________________
SR A1A Configuration

From Hollywood Blvd to Southern City Limits

Hollywood Beach Civic Association Meeting
October 23, 2019
PHASE IV: SR A1A Undergrounding of Overhead Utilities Streetscape Beautification – Hwd. Blvd. to southern City limits
PHASE IV: SR A1A Undergrounding of Overhead Utilities Streetscape Beautification – Hwd. Blvd. to southern City limits
PHASE IV: SR A1A Complete Streets Option 1
PHASE IV: SR A1A Complete Streets Option 1

- Maintain 6 lanes with shared outside lane
- Reduces traffic lane width to increase median to 8'
PHASE IV: SR A1A Complete Streets Option 1

Maintain 6 lanes with shared outside lane
PHASE IV: SR A1A Complete Streets Option 2
**PHASE IV:** SR A1A Complete Streets Option 2

- Reduce to 4 lanes with buffered bike lane
- Eliminates one lane to widen median
PHASE IV: SR A1A Complete Streets Option 2

Reduce to 4 lanes with buffered bike lane
### Survey Question 2

#### Factors

<table>
<thead>
<tr>
<th>Factors</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased median width</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Wide medians for larger canopy trees</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Protected buffered bike lane</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Consistent thought the corridor</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Maintain 6 lane capacity</td>
<td>✔</td>
<td></td>
</tr>
</tbody>
</table>

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**Phase IV Streetscape and SR A1A**

**Public Meeting**

October 23, 2019

**Public Survey**

Check the box next to the roadway configuration option you prefer for the below corridor segment example.

2. WHICH CONFIGURATION DO YOU PREFER FOR SR A1A?

- **Option 1:** Keep existing 6 lanes of traffic
- **Option 2:** Reduce to 4 lanes of traffic with bike lanes

Street Name of your residence:________________________

Additional Comments:________________________
Resiliency and Flood Mitigation

Phase IV

Hollywood Beach Civic Association Meeting
October 23, 2019
**PHASE IV:** Undergrounding of Overhead Utilities and Streetscape Beautification

**Flooding Causes**

- High tide back up through drainage system
- Groundwater infiltration into pipe cracks
- Groundwater rise through pavement
- Overtopping of seawalls
- Low lying City Streets
- Combination of groundwater and rain taxing drainage system
**PHASE IV: Undergrounding of Overhead Utilities and Streetscape Beautification**

- **Existing Drainage System**
  - *City streets drainage system is connected to FDOT SR A1A drainage outfalls*

- **Current Mitigation Measures**
  - *City emergency pumping during extreme high tide*
  - *FDOT installing flap gates*
PHASE IV: Undergrounding of Overhead Utilities and Streetscape Beautification

Flood Mitigation Involves All Stakeholders
Local, State, Federal Agencies, Property owners

- County resiliency standards
- FDOT system
- City infrastructure
- Private property (80% of seawalls)
PHASE IV: Undergrounding of Overhead Utilities and Streetscape Beautification

Typical Flood Mitigation Measures

Flood modeling Study Considers the following:

- Control valves/backflow preventers
- Raising roads
- Raising seawalls
- Pump stations
**PHASE IV:** Undergrounding of Overhead Utilities and Streetscape Beautification

**Next Steps:**

- CRA Board approval of SR A1A configuration
- FDOT Approval of SR A1A configuration
- Coordination with FDOT on flood mitigation
- Flood mitigation modeling study
- Incorporation of mitigation measures into design
**PHASE IV:** Undergrounding of Overhead Utilities and Streetscape Beautification

- Potential Mitigation Action Cont.
  - Install drainage inlets at low points
  - Use of flush curb instead of raised 6” curb to raise streets
  - Additional re-grading and harmonization on private property

Flush Curb / Gutter
**PHASE IV** – E/W Streetscape from Harrison Street to Magnolia Terrace; SR A1A to the Broadwalk

**Drainage Improvements**
- Catch basins inlets
- Valley gutter, re-grading and harmonization
- Improve percolation with hardscape materials
- New enhanced landscape
SR A1A Crosswalks
between Sheridan Street and Johnson Street

Hollywood Beach Civic Association Meeting
October 23, 2019
**TIMELINE**

- **March 2016**: FDOT signal approval issued (Garfield)
- **November 2016**: Meeting With FDOT Staff
- **December 2016**: Crosswalk Analysis submittal (Nebraska, Carolina, Scott)
- **February 2019**: FDOT conceptual crosswalk approval issued (Nebraska, Carolina, Scott)
- **April 2019**: Meeting @ FDOT with Stakeholder Representatives
- **May 2019**: Meeting @ CRA with Stakeholder Representatives
- **May 2019**: Meeting With Hollywood Beach Civic Association Board

**2016**
- March 2016
- November 2016

**2017**
- December 2018

**2018**
- February 2019
- April 2019
- May 2019

**2019**
- December 2018
- February 2019
- April 2019
- May 2019

**SR A1A RRR Construction Project**
CROSSWALK EVALUATION

Generally based on parameters in FDOT Traffic Engineering Manual, Sections 3.8.5(3) and 3.8.5(4)

FDOT Criteria Considered:
• Minimum Vehicular Volume
• Minimum Distance to Alternate Crossing Locations
• Spacing of Adjacent Intersections
• Influence Area of Adjacent Signalized Intersections

Local Area Criteria Considered:
• Proximity to Current Nodes of Activity
• Future Development Potential
• Spacing between crosswalks
IMPLEMENTATION OPTIONS

Corridor has 5-lane configuration enhanced control features required

Options reviewed:
- Option 1: Signals aligned with side streets
- Option 2: Mid-block pedestrian signals
- Option 3: Mid-block HAWK signals
- Option 4: Mid-block RRFBs

FDOT permit approval ultimately required
FDOT determination: they can support either Option 1 or Option 2
OPTION 1: SIGNALS ALIGNED W/ SIDE STREETS

Pros:

• Provides defined, protected opportunities for pedestrians to cross SR A1A
• Also provides ability for recirculation of vehicles from Surf Road to SR A1A at signalized locations
• Signals can be interconnected to provide progression along the SR A1A corridor

Cons:

• Adds locations of potential delay to this section of corridor in comparison to existing conditions
OPTION 1
SR A1A @ NEBRASKA STREET

• Adjacent to new parking garage
• Future potential marina development on west side of SR A1A
• Approximately 1200 feet north of Garfield Street
• Approximately 830 feet south of Carolina Street
OPTION 1
SR A1A @ CAROLINA STREET

- Adjacent to existing Marriott Hotel
- Future potential multi-family development plus development on surface parking lot on west side of SR A1A
- Approximately 830 feet north of Nebraska Street
- Approximately 1000 feet south of Scott Street
OPTION 1
SR A1A @ SCOTT STREET

- Adjacent to existing Hollywood Towers Condominium
- Future redevelopment on block to the south
- Future potential commercial development on west side of SR A1A
- Approximately 1000 feet north of Carolina St
- Approximately 1400 feet south of Sheridan Street
**OPTION 2: MIDBLOCK SIGNALS**

**Pros:**
- Provides defined, protected opportunities for pedestrians to cross SR A1A
- Lower potential delay to this section of corridor in comparison to signals at side streets

**Cons:**
- Does not provide ability for recirculation of vehicles from Surf Road to SR A1A at signalized locations
- Signals would likely operate on demand instead of interconnected through corridor
OPTION 2
SR A1A BETWEEN CAROLINA STREET & TAFT STREET

- Adjacent to Marriott Hotel
- Approximately 730 feet north of Nebraska Street
- Approximately 630 feet south of Coolidge & Harding Street
OPTION 2
SR A1A BETWEEN COOLIDGE AND HARDING STREET

• New multifamily construction on west side of SR A1A

• Approximately 630 feet north of Carolina Street & Taft Street

• Approximately 630 feet south of Liberty Street & Scott Street
OPTION 2
SR A1A BETWEEN LIBERTY STREET AND SCOTT STREET

• Adjacent to Hollywood Towers condominium

• Future redevelopment between Scott Street & Missouri Street

• Approximately 630 feet north of Coolidge Street & Harding Street

• Approximately 1300 feet south of Sheridan Street
SUMMARY

• To fulfill vision of “Complete Streets” on SR A1A, defined, protected pedestrian crossings should be added at appropriately-spaced intervals on SR A1A between Sheridan Street & Garfield Street

• Recommended alternative: signalization with crosswalks at intersections of:
  – SR A1A & Nebraska Street
  – SR A1A & Carolina Street
  – SR A1A & Scott Street

• Benefits:
  – Regular spacing balances FDOT minimum spacing criteria and minimize overall walk distances
  – Can be coordinated with upstream & downstream signals
  – Improves circulation ability to/from Surf Road
Survey Question 3

Check the box next to the roadway configuration option you prefer for the below corridor segment example.

<table>
<thead>
<tr>
<th>3. WHICH PEDESTRIAN CROSSING CONFIGURATION DO YOU PREFER?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1:</strong> Signal crossing at midblock</td>
</tr>
<tr>
<td><img src="image1.png" alt="Signal crossing at midblock" /></td>
</tr>
<tr>
<td><strong>Option 2:</strong> Signal crossing at street intersection</td>
</tr>
<tr>
<td><img src="image2.png" alt="Signal crossing at street intersection" /></td>
</tr>
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</table>

Street Name of your residence:_________________________
Additional Comments:

____________________________________________________________________________________
QUESTIONS?

Hollywood CRA
October 23, 2019